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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

IN THE DOG WATCH.

It is not true that Mr. Scruton has been piously celebrating Christmas by entertaining at dinner Messrs. Laws, Robinson, Joyce, Abbott, Hornsby & Co., nor that the chief dishes were Mr. Plimsoll's head on a charger, and roast Wilson and SEAFARING with libel sauce.

Mr. Plimsoll did not visit Canada in vain. Practical results of his efforts there may be found in the regulations just issued by the Canadian Government dealing with the Atlantic cattle trade. Whether these regulations are stringent enough is another question. In the newspaper account of them which we have seen nothing is said about pains or penalties.

Eatanswill must look to its laurels now that the *Shipping Gazette* and *Fairplay* have fallen foul of one another. This is how the former "goes for" the latter:—

The readers of *Fairplay*, however, may well be puzzled to know, after its present remarks, whether it has not more regard for Mr. J. H. Wilson than it has for Mr. Laws, and whether it does not consider that the creation of such an organisation as the Shipping Federation was altogether unnecessary. Our contemporary seems to think that Admiralty officials require the "crack of the whip," and that we ourselves stand in need of instruction; but we shall be surprised, after its recent exhibition of thorough-paced inconsistency, if any importance is in future attached to the utterances of a publication which has an unpleasant habit of entirely disregarding its title.

Persons who contend for municipalising the London docks may find arguments for it from the reports of recent inquests held by the East London coroner, on cases where the deceased has met death by falling into the docks during the late dense fogs. Were the docks controlled by a committee elected by the public, people would not continue to be drowned for want of guard-ropes round the docks, and cork-covered ropes to rise and fall with the tide, such as a jury suggests. Under existing arrangements a duke or a dock director apparently must die in this way before precautions are taken, since the lives of dockers and seamen are apparently not worth saving. Yet there are those who wonder that the poor do not love the rich.

Signs continue to multiply that Labour is making its claims felt, one of the latest signs being that it is seriously proposed to establish a Department of Labour as part of the State machinery, with a Labour Minister at its head. And why not? Why not indeed? Let the Labour Minister be also a Cabinet Minister, we are inclined to

add. But three years ago the idea of a Labour Department would have been scouted. Now we are told what an excellent thing it would be to have such a Department, to collect and publish systematically and regularly authentic information on labour subjects. Lord Salisbury is said to view the proposal favourably. He might find a worse cry to meet the General Election with.

But whether a Labour Department be established or not, we shall not cease to insist upon the need for a Marine Department, represented not only in Parliament, but in the Cabinet itself. If a section of the Board of Trade cannot deal with Labour, it certainly cannot deal with the Merchant Shipping of the greatest merchant shipping country in the world. The establishment of the Labour Department would, therefore, be rather an argument for than against a distinct Marine Department, such as SEAFARING has from the outset suggested, till our suggestion is generally endorsed by all intelligent people connected with shipping.

In the interests of the Navy it is to be hoped that some of its critics in Parliament and Press, also the Admiralty, will notice the complaint as to the treatment of skilled shipwrights in that Service which we this week print on page 10. Coming as it does from the whole carpenter's crew of one of Her Majesty's ships the state of things thus exposed certainly merits attention.

In the United States Navy there seems to be dissatisfaction among the machinists afloat, for which Commodore Melville, U. S. Navy, proposes the following remedy:—

They should be treated more as non-commissioned officers in regard to permission to go on shore and similar privileges. If they have a place to themselves in the ship and are allowed leave on shore when their services can be spared without having their names placed on the general liberty list, I believe they will take pride in their positions, will recognise that they are considered important by the department, and will, consequently, live up to their privileges.

Were some similar remedy, taking the form of an improvement of their condition, applied to the case of the skilled shipwrights in British men-o'-war, the Navy, and those responsible for it, as well as the country, would be the better off in the end. Even the lowest form of intelligence is sufficient to perceive that it is unwise to treat badly people who are useful.

It does not appear to be generally known that Section 13 of the Merchant Shipping Act of 1876 gives the same powers to officers

of the Board of Trade in dealing with the overloading of foreign as of English ships except that in the case of a foreign ship the Consul of the country to which she belongs has the right to nominate an independent surveyor on behalf of the foreign owner. Ignorance of this law has cost the master of a Greek vessel £25 at Cardiff. Besides this penalty for overloading he was fined £25 for carrying the detaining officer to sea. Masters of foreign-owned ships, please note.

Although the law has seldom been put in force till the seamen have had their eyes on Board of Trade officers, now that neglect on the part of those functionaries is reported the law will be more generally enforced till it is more generally known and respected.

It is a common complaint of the British shipowners that they are unfairly treated inasmuch as their ships are dealt with and foreign ships are not, the foreigners thus obtaining an unfair advantage. It will not be the fault of the Seamen's Union if over-loaded foreign ships are not stopped equally with British ships. Here, as usual, the seamen are the shipowners' best friends, and on the side of justice all round.

Although there are hundreds, if not thousands, of certificated masters and mates without employment in either of those capacities, yet the Naval Court held at Nagasaki on the capsizing and foundering of the British barque *Cape City*, of Shanghai, 439 tons register, in pronouncing her master, R. H. Wetherell, in default for not having sufficient ballast, adds:—

The Court desires especially to direct the attention of the Board of Trade to the fact that the ship was allowed to put to sea from Shanghai without having another certificated officer, beside the master, on board; and to suggest that whenever, as presumably happened in this case, it is found impossible to procure the services of a certificated mate within a reasonable time of the ship's putting to sea, an entry to that effect should be made on the ship's articles, and that the consul at any port she afterwards touches at where a certificated officer can be engaged, should be empowered to detain her papers until the requirements of the Merchant Shipping Acts in this respect, for home trade ships, have been complied with.

Unemployed masters and mates, please note. This is the sort of thing that Captain Luceock, of the Shipmasters' and Officers' Union, used to expose. Little is heard of it now that Union is dead. While that Union was yet alive there were plenty of would-be officials eager to redress the wrongs of the masters and mates. Where are all those public-spirited gentlemen now?

The Bishop of London, the Earl of Aberdeen, and others who sign a long letter to a shipowners' paper on a proposed Sailors' Institute at St. Petersburg, have a curious idea of Jack. The letter states that:—

The Czarina has followed up the great kindness of her husband to the British and Foreign Sailors' Society by consenting for the proposed institute at the new port of St. Petersburg to be called the "Marie Seamen's Institute." "Sailors on every ocean," says the letter, "will keenly appreciate the honour done to their class by the sympathy and support given to their cause by such august personages."

Will they, indeed? Seeing that those "august personages" are cruel tyrants, who wallow in wealth and luxury—tempered by terror of their subjects—while thousands of the Russian people are starving, the "honour" is questionable. As the Institute will doubtless distribute tracts teaching unquestioning obedience to tyrants, and it pays tyrants to subsidise such so-called "religion," the "sympathy" of "august personages" is only the most sordid of investments.

In our experience the average seaman is more truly religious than the majority of those who sneer at or preach to him. If you can make him still more religious so much the better. But you will never help Christianity by telling the seaman with one breath to love Jesus Christ, and with the next to admire tyrants, though it may be a remunerative thing to do, as the rich will pay you to do it.

Mr. Thompson, the able and respected secretary of the Aberdeen Branch of the Sailors' and Firemen's Union, has set a good example to other Branches by calling public attention to the circumstance that some of the Aberdeen Town Council's contracts have been given to firms who, it is alleged, do not pay sailors and firemen the Union rate of wages. As the Aberdeen Town Council had previously passed a resolution that its various committees accept the tenders only of such contractors as pay *employees* the standard rate of wages approved by their respective Unions, it may be hoped that the Fathers of the Granite City will, rather than eat their own words, cancel the contracts complained of, or, still better, that the offending contractors will repent even at the eleventh hour, and pay the standard rate, as well as recognise the local Shore Labourers' organisation.

Organised Labour has already sufficient influence to have had passed by various public bodies the resolution which does so much credit to Aberdeen. But we do not recollect that any other Branch of the Seamen's Union save Mr. Thompson has yet called attention to public contractors who do not pay sailors and firemen the Union rate of wages. At any rate other Branches may be recommended to follow the example of canny Aberdeen, where it is said the natives are so acute that even the wily Children of Israel cannot get to windward of them.

Another notable piece of news from Aberdeen is that at the entertainment given by the Sailors' and Firemen's Union there for the benefit of two disabled members, a novel and successful feature

was the singing of chanties by sailors at a capstan. These quaint ditties, from various causes, are too quickly giving place to much that is inferior. It is well to revive them, and especially to let people ashore know what they are like. The welcome they seem to have received might furnish the music-halls with a hint for novelties, which music-halls frequently need. As the Bailie who presided took occasion to remark at the Aberdeen entertainment, its object being to help men who could not legally claim compensation, it was another reminder of the need for extending the Employers' Liability Act to the case of seamen.

A correspondent, who evidently knows little of the sea, and especially of the Atlantic trade, wants to know why we have not printed a long rigmarole suggesting that stale quack nostrum of lanes for steamers on the Atlantic to avoid collisions. The reason is that, in common with a good many mariners, including masters of Atlantic liners, we do not believe in the thing in practice, though it may look well in theory. As more than one seaman has pointed out, you could not keep sailing ships in such lanes. As an Atlantic captain says:—

The truth is, it is impossible to lay down a track from the English Channel that would be adhered to that would not intersect at some point the Liverpool tracks, more especially across the Banks into New York—the very worst part of the passage for the fog, and therefore for risk of collision. The lane theory is only successfully possible in practice by compelling or inducing the Liverpool and Scotch steamers to go and return by the northern channel, shaping their great circle track to a given point well north; and the English Channel steamers, which, of course, includes the Bristol Channel and the foreign liners, to shape their tracks well south of the Liverpool lanes. Also to induce or compel the tramp to go and do likewise. Then, indeed, will the minimum of danger from collision be reached in the open sea; but not even then in the narrower waters to which all ships must converge that are bound to the same port, or the same channel leading to several ports, where most collisions generally occur.

With reference to the alleged illtreatment of Hans Christian Wick aboard the steamer *Nellie Wise*, the captain wants the public to suspend their decision till he has given his version of the matter. He meanwhile gives the most unqualified denial of the charges made against him.

During the year 1890 480 British sailing and 393 steamships were lost. During 1891 since the Shipping Federation has been in existence 591 sailing ships and 417 steamers have been lost.

DAMAGES FOR A DOCKER.—In the Court of Session, Edinburgh, Andrew Paterson, dock labourer, has sued Henderson and McLean, stevedores, Leith, for £500 damages for injuries sustained by a pulley falling upon him while he was engaged unloading wheat from the steamship *Mark Lane* for the defenders at Leith Docks on July 23 last. The action has been settled, the pursuer having accepted £210 and expenses.

INSUFFICIENT LIGHTS.—At Liverpool, on Dec. 28, Captain Bogan, of the schooner *Zopaz*, was charged with having failed to exhibit two lights on board his vessel while she was lying at anchor in one of the Mersey channels. According to the statement of the pilot, through having only one light up she had narrow escapes of collision with outgoing steamers. The accused, it appeared, had used a flare-up light, but this was a signal of distress, and the consequence was that the Liverpool lifeboat was towed out. The one stationary light on board was also very defective. Fined 20s. and costs.

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SEAMEN'S UNION NOTES.

BY THE MAN WITH A CARPET BAG.

If the old lady who writes the leaders in the *Shipping Gazette* referring to the Seamen's Union and its general secretary only knew the good she is doing that organisation by making such uncalled-for attacks upon it, she might go off in a fit.

But of course the *Shipping Gazette* must say something to please the shipowners who read the paper, and especially those few private shipowners who like that sort of thing, and are ever ready to furnish money for that purpose.

Union men have learned to look upon the ravings of the shipowners' papers as a good sign. The very fact of their continued attacks on our general secretary only goes to show that Mr. J. H. Wilson is a thorn in their side.

All their spleen is hurled at the head of Mr. Wilson in the hope of causing dissension in our midst. But it won't do.

Seamen are not the gullible fools they were a few years ago. Some are still gudgeons enough to be hooked with that sort of bait, but the numbers are happily growing less and less.

Some of the would-be prophets, who write articles against us to please certain shipowners who like that kind of thing even go so far as to tell us that the Union is going to smash.

But if that is the case, why are these gentlemen so particular in letting us know it? We can scarcely expect our enemies to take such an interest in our welfare as to put us on our guard against anything going wrong. The fact is, through their being so anxious to strike a fatal blow against our organisation, they were not sufficiently discreet in their actions. They showed their hand too soon in the game, and we saw their cards. Luckily for us they did not hold trumps.

The Board of Trade officials have detained several overloaded steamers within the last four weeks, and brought the offenders—not to justice, but before the local magistrate, who have fined them paltry sums varying from £2 to £20. This fining process is only a farce. It is in many cases no punishment to the master of the ship, it being well-known that he seldom pays the fine. The shipowner often pays the fine, which proves conclusively that there has often been an understanding between the master and owner that the ship should be overloaded.

How often do we read of some poor half-starved wretch being sent to gaol for three months with hard labour for taking some article of food valued at a few coppers? What is his offence compared with that of the man who deliberately places the lives of a whole ship's crew in deadly peril?

It has been set forth from time to time in the columns of SEAFARING how ridiculous the

law is as it now stands with reference to deck-loading. A ship is allowed to bring only three foot of deck cargo to a British port during the winter months. But if she is bound to the Continent she is at liberty to take as much as she can possibly stagger under! It appears that seamen's lives are only taken into consideration when the ship is bound to an English port.

A case has just come under my notice which, I think, beats the record. A Hull steamer loaded a cargo of boards at Sundsvall for Honfleur (France). On her passage she put into Copenhagen, having a heavy list; she there took in eighty tons of coal, whether for consumption on her passage or with an idea of trying to stiffen the ship I am not in a position to state. However, she left Copenhagen, still having a heavy list, and proceeded down the Cattegat. The master then appears to have come to the conclusion that it was not safe to proceed further, so he put into Fredrikshaven (Denmark), and discharged from twenty to thirty standards of his deck cargo before proceeding across the North Sea.

Here we have a steamer, in the very depth of winter, taking such a tremendous deck cargo that she is not able to bring it half the intended distance. Mr. Plimsoll, please note.

YARNS. CLXXVI.

A WOMAN'S VENGEANCE.

When the whites first settled in Van Dieman's Land, the shore was frequented by whales and seals. Men engaged in sealing settled on the north and north-east coast, and on Flinder's Island and Cape Barren Island. Here they formed communities, which knew no law but their own, and recognised no Government but that of the officers of their ships.

From time to time the Flinder's islanders would make predatory excursions to Tasmania, and their object was always to carry away the wives and daughters of the black man.

Some of the sealers were content with one "wife"; others, however, kept quite a harem of dusky beauties. A certain sealer, who for convenience will be named Watts, is described as having been a perfect Apollo. With his handsome face, Watts kept a harem with seldom less than ten inmates.

On a slave-hunting expedition, Watts had the good (or bad) fortune to capture a maiden of sixteen or seventeen, whom her companions called Moama. She was, doubtless, of high rank, if indeed those poor savages had ranks, since the native women seemed to reverence and obey her. Watts was charmed with his capture, and Moama with her capturer. She looked upon Watts as a deity, and she loved him. When Moama was brought to Flinder's Island and found herself installed as wife No. 7, the demon jealousy took possession of her soul, and she complained bitterly to Watts. The amorous sealer heeded not, but returning home one night he found six of his wives dead and one alive, very much alive in fact, with a bloody hatchet in her hand. On seeing her lord and master, Moama threw herself into his arms, covered as she was

with the blood of the other women. For two years Watts lived with a single wife, and Moama was happy, but at the end of that time the handsome sealer brought home two fresh women whom he had captured. Moama's jealousy was again aroused, and whilst Watts was present she endeavoured to repeat her former murderous performance. Moama was not the Moama of yore, and her dusky charms were not so evident to the eyes of Watts, who promptly disarmed his erstwhile flame, and proceeded to give her a "taste of the rope's end." Savagely Moama resisted, and in the struggle her little child was torn from her arms by its father and killed. The next day Moama was chained, and sent to the bush to drag firewood home. In the evening, by some means, she escaped from the hut in which she was confined, and murdered her paramour.

Great was the excitement on Flinder's Island the next day. Jack Watts had been slain by a woman slave, who had escaped carrying away his gun. A small boat was likewise missing, and no one doubted that Moama had attempted to reach the mainland. There was the same unanimity of opinion that she would never get there, since it is a difficult feat even for a practised sailor to cross the Straits in an open boat. Moama by some means did reach Tasmania in safety, and there she soon gathered around her a large band of blacks, mostly escaped servants of the Europeans, and under her leadership the band of avengers became truly formidable. Her right breast had been burnt off with a view, it is said, to increase the accuracy of her aim with a musket. For Moama used the weapons of the whites, and she possessed a reputation for using them well. Her relentless cruelty soon made her a terror to the colonists, who now found an organised body of savages turning against them their own weapons. Such white women as were captured by Moama's band were straightway slaughtered, but the men were horribly mutilated and left to die or to live. In one homestead that she attacked Moama found a mother just in the throes of childbirth. The woman was murdered, ripped open, and the child within her destroyed. The war now became one of extermination. Cruelty had bred cruelty, and murder was met with murder. The Government, still retaining their idea of confining the blacks on Tasman's Peninsula, offered a reward of £5 for every native captured alive. This led to the formation of small parties, who made it their constant business to hunt down the wretched savages. Hemmed in on all sides, hunted as if wild beasts, thrown as food for dogs, and exposed to every torture and indignity which hellish cruelty and lust could devise, is it to be wondered at that the natives of Tasmania committed savage acts of retaliation? Such conduct as disgraced the early Colonists could not fail to breed avengers—savages, whose only thought was hate towards the brutal oppressor. After some time Moama was shot—shot whilst sleeping at her camp fire, by six brave men and true, who, afraid to tackle a single woman, fired a volley into her sleeping body. The work of retaliation did not, however, end with Moama. There were others who, battling for their country, merited the name of patriots, and who vainly resisted the war of extermination.

TO HELP SEAMEN, the best way is to buy and read *SEAFARING*, to recommend your friends to do so, and get people to advertise in *SEAFARING*.

IMPORTANT DECISION.

It would probably hardly occur to the Trade Unionist workman, says the *Daily Chronicle*, that the decision of the House of Lords in a long-standing dispute between two sets of shipowners could possibly have any bearing upon his own position before the law. Yet the case of the Mogul Steamship Company—a case which arose out of a circular issued as long ago as 1885, and has been passing on from court to court for years—involves a decision of very great importance to all bodies of workmen. The defendants in this case were a "ring" of shipowners who combined to offer cheaper rates to shippers of tea, on condition that such shippers sent all their goods by ships belonging to the firms included in the "ring," and further specially called attention to the fact that the steamers belonging to the Mogul Company were not in the "ring." The Mogul Company thereupon sued the "ring" for "a conspiracy," and "unlawful combination to bribe, coerce, and induce" shippers not to ship with the Mogul Company. The case has been decided against the plaintiffs in every court, and the final Court of Appeal has just declared on the same side. Now, the action of these traders was very similar indeed to the action of Trade Unionists towards "non-society" labour. The two important points in the case are, first, that the combination exists primarily for the advantage of the combiners, and only incidentally to the detriment of the persons excluded; second, that that which is legal for a man to do by himself does not in this case become illegal when two or more persons do it conjointly. It is upon this second point that Mr. Gladstone, as he told the rural labourers the other day, desires the law to be made clear, by reform if necessary. The words of the Lord Chancellor should be noted by all Trade Unionists. "What was the wrong done? What was the legal right which had been interfered with? In his opinion not any. Every trader was entitled to trade upon his own terms, and, if he could, to drive away competition, and it made no difference that the combination to effect the same ends had been entered into by several persons." The workman who sells his labour is a trader, entitled to trade upon his own terms, and the highest legal authority in the land has now implicitly declared (what five judges had already declared in the appeal from the judgment given by the Recorder of Plymouth) that this right includes the right to combine in order to secure his own terms, even although this course may cause pecuniary loss to other people. If a "ring" of employers may issue a circular pointing out that another employer does not belong to that ring, it will become difficult to maintain that a Trade Union may not issue a circular pointing out that a certain workplace is a "non-society house," or that a certain shop resists early closing.

H.M.S. "DREADNOUGHT" IN A GALE.—H.M.S. *Dreadnought* encountered a very heavy gale on her passage from Malta to join the fleet at Saronica. There was a strong head sea, and though the ship was only going at a moderate speed, enormous seas continually broke over her. So great was the force with which these struck her that the deck in front of the turret was bent six inches, the iron stanchions which support the deck were telescoped, and the vessel was laid to while the deck was shored by means of capstan bars, in order to prevent the whole from falling in. One of the ship's cutters was stove in by the seas. The *Dreadnought* took four days to make the voyage of 720 miles.

COERCION INDEED.

A correspondent writes:—After all the cuckoo crying of the Shipping Federation that every man should have equal liberty to sail on board ships, irrespective of Union or no Union, it has been now fairly brought home to me as the monstrous sham I always took it to be. Although an old sea dog, I have not been from home for about three years, but having got out of collar I thought to make a trip in an Eastern going steamer to put in the winter. To avoid trouble at the hands of these terrible Union delegates at Glasgow, I presented myself at one of the local Federation steamers in search of a berth, got it, and attended the shipping office to sign articles. What was my consternation to be told *I must* get a Federation ticket. I produced my shore references to the officer of the ship as testimony that I was not a Union man. Still he insisted on the passport—the “free labour badge of servility,” I call it. He instructed me to go and get one, as it would not cost me anything. Being desperately hard up, I swallowed my pride as best I could, and waited upon the Shipping Federation agent for the paper, to be told by that functionary that *I must* first table down a shilling. That I had not got, and I remonstrated with him about such coercion. He would not listen to me, nor my affirmation that I was no party man. The result was, I returned to the officer I had engaged with, and he refused to ship me without it. I did not get signed in the ship, after waiting nearly a week, and borrowing all I could from my friends to enable me to get a few clothes together on the strength of repaying the obligation by my allotment note. Now, Mr. Editor, the Union officials, may or may not be so black as they are painted, for I never had anything to do with them. But a more barefaced piece of intimidation than this I cannot conceive. First to compel me to join the Federation as a condition of “getting leave to toil,” and then prevent me from shipping simply because I did not happen to possess the coin at the time to do so. And this is freedom of contract. It is a just retribution, I admit, for my sneaking intention of seeking to avoid the Union officials, and will have a salutary effect upon me, I assure you. To sea I must get, as work is very slack on shore at present in the line I have been lately following up, but as sure as I am a foot high, if I have to go only with my socks, it will never be through the Federation Office.

Some other time I will have a word to say about the bums from the adjacent *Model*. I saw loafing around the stove of the Federation den, the few moments I was within its portals, and it consoles me in my disappointment to think that I had at least the liberty of giving them a wide berth, while I weighed them up; to come to closer quarters than a half-dozen yards I feel would be apt to breed more than contempt.

It is stated that in the present year 43 lives have been lost in the Grimsby fishing trade, the smallest number known. There are 1,003 fishing smacks, being more than in all the other ports put together, and 155 have been committed to prison for bad conduct, a great decrease. Wages for dry hands have been very high, owing to the increase in the number of fishing steamships, of which Grimsby has now over 90. The relations between the smackowners and the men are now of a friendly nature.

UNIONISM IN BRISTOL.

A well attended public meeting upon the Labour question, under the auspices of the Federated Unions of Seamen, Dockers, and Gasworkers, has been held in St. James's Hall, Councillor Gilmore Barnett presiding.

The Chairman hoped that during the New Year there would be plenty of work, good wages, no accidents, no strikes, and no blacklegs. (Applause.) He hoped also that next year they would be able to say that Unionism had increased, and that consequently they were better men and better off than they were at the commencement of the year. He wanted to point out that before they met next Christmas a general election would take place. And they would be astonished to find how much they were.

BELOVED BY POLITICIANS.

Most of the politicians would be asking to have the privilege of clasping the working men to their bosoms. They would shed tears over them and say how much they believed in the working men. To those politicians he wanted them to put two or three questions. If the politicians canvassed them, they should canvass the politicians. (Hear, hear.) Let them

ASK THE POLITICIAN

If he was in favour of Trades Unions, and whether he was in favour of the principle of Trades Unionism? Ask him if he were in favour of an alteration of the law of conspiracy and intimidation? Such alterations would give the working man a chance. Ask him if he were in favour of the alteration of the laws affecting the employers' liability? Test him on the question of taxation. And then, after all this, they would know the

WORTH OF THE MAN.

(Applause.) During the past year they had had some industrial disturbances in Bristol, but, thanks to the energy of a number of good men whose names they were all familiar with, the end of the year 1891 showed a good record of work in the cause of Unionism. They had every reason to be proud of the position which Unionism had secured. (Applause.) The best rung in the ladder of the working man was Trades Unionism. Get to that rung; it would lead to higher rungs, such as co-operation. (Applause.)

Mr. J. H. Wilson (general secretary Seamen's and Firemen's Union) spoke with regret of many men who, two years ago, in the excitement of a labour crisis, had asked for the formation of a Union, and backed it up, and had not afterwards given it their hearty support. Such men had spoken of the good of Unions, and had reaped the benefits which they brought, but afterwards had

PROVED TRAITORS

to their fellow workmen by neglecting to pay their share toward the cost of the good work that was done. If they wanted to get the good things spoken of by Mr. Tillett they must not expect to get them by shouting and applauding the speeches. That was not how their fellow workmen had gained a small instalment of liberty which they had asked for. (Hear, hear.) The only road to reach true liberty was through Trade Unions, and unless they were united in that way they would never reach the goal to which they aspired—

FAIR CONDITIONS

of labour. (Hear, hear.) In spite of all the opposition and all the fighting and conspiracy on the part of the employers they were more alive and vigorous than they were two years ago, and they intended to be more vigorous. Having tasted a little freedom they hungered for more. (Applause.) They wanted to form a district council of the Federation there; they wanted to bring the Unions into one Federation. (Hear, hear.) There was only one way in which the labour problem could be solved, and that was by a

UNIVERSAL FEDERATION

of the Labour Unions. With such a Federation in existence, he was prepared to say in twelve months' time strikes would be a thing of the past, and the employers would be prepared to do almost anything rather than resort to a strike. (Cheers.) He now had a duty to perform which was both sad and pleasant. It was pleasant, because they were in a position to help those who were not in a position to help themselves. They all knew something about the loss of the s.s. *Wolverton*. She was only one of a large number of vessels that had foundered under similar circumstances. Out of the many

HUNDREDS OF LIVES LOST

each year inquiries were held in but few cases, not more than 12 per cent., while on land, coroners' inquests were an every day occurrence. He called the present courts of inquiry whitewashing courts. (Hear, hear.) These Local Marine Boards, with their three shipowners, and perhaps two nautical assessors, did not properly serve the purpose they were intended to serve. (Hear, hear.) He hoped the day was not far distant when the constitution of the courts of inquiry would be altered, and courts instituted where something like fair play and justice would be done to all parties. After expenses which had been incurred were paid, £111 was left of the *Wolverton* Fund for disbursement. Mr. Wilson then

PRESENTED CHEQUES

as under to the widows of sailors lost in the *Wolverton*:—Mrs. Dwyer, five children, £28; Mrs. George, four children, £25; Mrs. Brinkworth, two children, £19; Mrs. Donelly, two children, £19; Mrs. Palmer, £12; and Mrs. Quinn, £8. Total, £111. He added that he only wished there had been ten times as much to distribute. This was one more proof of what good Trades Unions could do. (Applause.) If the Union had not existed such a movement would not have been started, and he was confident that many widows and orphans now able to scrape along would have been penniless. (Applause.)

The Rev. Mr. Dixon, Mr. Wm. Thorne, and others having spoken, the meeting closed. During the evening a number of selections from the “Chants of Labour,” set to popular tunes, were spiritedly sung by the assembly.

CONVICTIONS FOR OVERLOADING.

At the Cardiff Police Court, on Dec. 23, before Alderman David Jones and Dr. Paine, magistrates, Captain Turney, master of the British steamship *Oria*, was summoned for loading his ship so as to submerge the winter load-line equal to three inches in salt water. The vessel was noticed to have but little freeboard, and on her being measured it was ascertained that 65 tons or so of her cargo would have to be removed before she could put to sea. She was lightened, and then allowed to put to sea. For the defence, Mr. Wilson urged that the captain had simply made what was an excusable mistake. The offence was committed on Oct. 20, and the regulations governing the winter freeboard only came into force on the 1st of that month. According to the summer load-line the vessel was not overloaded to any appreciable extent. A fine of £10 and costs was imposed.

Captain Bulgari, master of the Greek steamer *Andriana*, was summoned at Cardiff on Dec. 23, under the Merchant Shipping Act, 1876. The *Andriana* was a Liverpool built ship, of about 1,100 tons register, owned by a Greek firm. Her proper freeboard was 2 ft. 3 in., but instead of that she had, on leaving Cardiff, only 13 in. The Board of Trade officers pointed out these facts to the captain, who stated that he was a foreigner, that his owners were abroad, and that “it would be worth his place” to take out any of the 265 tons over and above his proper cargo. Notices were served upon the captain, and the Consul was communicated with. Defendant paid no heed to these notices, and upon a customs' officer boarding the vessel to detain her, defendant declared that he would go to sea, which he did, taking the officer with him. In the roads, a boat plying about for hobbling purposes came alongside, and the officer was landed at Penarth. By Section 34, for taking his ship to sea before the detention order had been relaxed, the master was liable to a penalty of £100. The same section provided that for taking to sea a detaining officer he was liable to another fine of £10. Mr. Handcock, on behalf of defendant, pleaded guilty, and expressed regret, saying the section had only been put in force in less than a dozen instances in all against foreign ships, and he believed only during the last three or four months. This was the first prosecution of the kind in that Court. Defendant honestly believed that no such regulation was in existence against a Greek-owned ship. The defendant was fined £25 in each case.

THE captain of *The Queen*, at New York from Liverpool, reports:—We experienced strong westerly gales, with heavy seas, during the passage. The gale of the 2nd and 3rd Dec. was exceptionally severe, with a mountainous sea, but we sustained no damage with the exception of the loss of a considerable amount of cattle fittings.

SEAMEN'S UNION AND PUBLIC CONTRACTS.

On Friday afternoon a meeting of the Aberdeen Branch of the Sailors' and Firemen's Union, supported by the Aberdeen Shore Labourers' Union, was held for the purpose of considering the action of the Town Council in giving contracts to two firms of local coal merchants who, it is alleged, do not pay their employees the standard rate of wages. There was a good attendance, and Mr. J. C. Thompson, secretary of the local Branch of the Seamen and Firemen's Union, was called to the chair. He said they had, if not a large, at least a representative, meeting of the seamen and firemen of the port of Aberdeen. As the two Unions—the Shore Labourers' and the Seamen and Firemen's—were federated together, the action of the one Union should receive the support of the other; and therefore a few of their friends from the other Union were present to hear what they had to say in connection with a certain matter. The Town Council of Aberdeen on Monday, Dec. 7, passed the following resolution:—"That it be a standing instruction to the various committees having the duty of receiving contracts for Council work to accept contracts only from tradesmen who carry on business within the city, and whose employees are paid according to the standard rate approved by the Union of their respective trades, unless in special cases or exceptional circumstances which the respective committees shall report to the Council." Now, there further appeared in the newspapers on Tuesday the names of certain contractors selected to supply various things required by the Corporation, and he found among these the names of Messrs. J. & A. Davidson and Messrs. Ellis & M'Hardy, two firms of coal merchants who were going to supply house coal and steam coal to the Corporation. Further, he understood that the resolution he had read was written on the specifications sent out asking for tenders for the supply of coal. Now, he charged these two firms with not paying the standard rate of wages to seamen and firemen in their employment. The resolution which he had drawn up, and which would presently be moved and seconded, was as follows:—"The National Amalgamated Seamen and Firemen's Union, Aberdeen Branch.—That the members of this Union protest against the firms of Messrs. J. & A. Davidson and Messrs. Ellis & M'Hardy supplying the Corporation with house and steam coals, inasmuch as these firms do not fulfil the conditions set forth in the resolution of the Town Council having relation to the standard rate of wages, passed at their meeting on December 7th, 1891." There was an explanation, he said, that ought to go along with the resolution. The standard rate of wages of the seamen and firemen was £1 12s. 8d. every week of seven days, whereas the wages paid by these firms to their seamen and firemen was £1 10s. weekly. In these circumstances the seamen and firemen would respectfully ask the Town Council to cancel the contracts entered into with the above firms. (Applause.) That resolution, along with the explanation, fully set forth the case. They saw that things were taking another turn when they had been enabled to see their Town Council pass such a resolution. They were going to have a defense of Trades Unionism from a quarter that did not appear very likely a short time ago. They had presented a truthful case, they would see whether the members of their Town Council would remain loyal to their own resolution. He concluded by calling upon a member of the Seamen's and Firemen's Union to move the resolution, along with the explanation.

A seaman said that, as a member of the Union, he begged to move that the resolution and explanation, as already read, be adopted, and another seaman seconded.

Mr. Jack asked if these two firms referred to in the resolution were the only two firms who were not paying the standard rate of wages.

The chairman replied that they were the only firms affected by the Town Council's resolution, and therefore the only ones they were in a position to discuss.

Another gentleman in the hall asked if Messrs. Ellis & M'Hardy did not pay the regular tariff to the labourers on the quay, but was told that the meeting was not discussing the labourers' question.

The resolution was then unanimously adopted.

The chairman then moved that a copy of the resolution be sent to the Town Clerk, requesting that the same be laid before the Town Council, and this was also agreed to.

The Chairman then said he had something to say that might be a little information to the public. For a long time there had been little or no com-

plaint made by either Union; but he had to say to the public of Aberdeen, that these two firms, besides not paying the standard rate of wages adopted by the Union, further ignored the members of the Shore Labourers' Union, and they would not, under any circumstances, employ any member connected therewith. Now that was a matter that the Town Council had nothing to do with; but the public of Aberdeen had something to do with it. The public would be able to take notes and be swayed accordingly.

A Voice.—The public is as bad as the Council, Mr. Thompson.

The chairman, continuing, said that might be so far true, but though, of course, they had a good many things to complain of, they were not discussing that matter at present. In conclusion, he said he had no doubt they would have another meeting to consider the decision of the Town Council in the matter.

A Voice.—You will have to apply to Mr. Scott. The proceedings then terminated.

INTERESTING DECISION.

Under Section 171 of the Merchant Shipping Act, 1854, and under Section 4 (4) of the Payment of Wages and Rating Act, 1880, at the Thames Police Court, before Mr. Dickinson, on Thursday, Dec. 17, George Gough, A.B., of the s.s. *Doris*, sued the master, John Gordon, for three months' wages, at £4 15s., being £14 5s., on a voyage from London to Busira, Aden, and other ports, and back to the United Kingdom. He also claimed, in addition, 17 days' wages, reckoned from the time he ought to have been paid up to the hearing, being £2 13s. 10d., and making a total claim of £16 18s. 10d. The men, on arrival in port on Saturday, Nov. 28, received no accounts of wages, and the plaintiff received no cash on account. An appointment was made for the following Monday at the Tower-hill Shipping Office, and when the plaintiff got there he had an account handed to him, and had no time to examine it before handing it in to the shipping master. He twice applied for his wages, and was ordered to stand back, and the only ground given for non-payment was that his evidence might be wanted at a Board of Trade inquiry that had to be held on alleged charges against the captain. He had since applied several times, but was told there was no money for him. Mr. Watson Brown, the solicitor of the Union, said that owing to the iniquitous treatment his client had received, he had advised him to require strict compliance with Section 171 of the Merchant Shipping Act, 1854, but that he had thought it only fair to give the captain written notice that this course would be taken. The clause so far as material is as follows:—"Every master shall, not less than twenty-four hours before paying off or discharging any seaman, deliver to him, or, if he is to be discharged before a shipping master, to such shipping master, a full and true account, in a form to be sanctioned by the Board of Trade, of his wages and of all deductions to be made therefrom on any account whatever, and *no deduction* from the wages of any seaman (except in respect of any matter happening after such delivery) shall be allowed unless it is included in the account so delivered." Time of delivery to the shipping master not less than twenty-four hours before payment was essential to the question whether any deductions whatever from the full wages could be allowed; and, under the circumstances, it was extremely unlikely that the shipping master had received the account in time. The defendant did not appear, and after proof of service and the plaintiff's evidence, the Court gave judgment for the full wages and seventeen days in addition, being the full claim of £16 18s. 10d., and costs.

DECK CARGO.—In the Edinburgh Sheriff Court on Dec. 28, Thøula Nygaard pleaded guilty of having contravened the Merchant Shipping Act by having, on a voyage from Memel to Granton, carried as deck cargo on his Norwegian sailing ship a quantity of oak staves to the extent of 236 cubic feet. It was explained for him that he thought he could carry a few staves to trim the ship. An agent for the Board of Trade said the object of such cases was to place foreign vessels in the same position as British ships in regard to freight. Sheriff Hamilton inflicted a modified penalty of £3, including expenses, with the option of 10 days' imprisonment.

TO HELP SEAMEN, the best way is to buy and read **SEAFARING**, to recommend your friends to do so, and get people to advertise in **SEAFARING**.

CORRESPONDENCE.

RULES.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

Correspondents' names are not divulged to anyone without their sanction.

Letters not accompanied by the writer's name and address are destroyed without being either read or printed.

Letters from persons who have the misfortune to be unable to spell or write correctly are treated with even more attention than others.

Now that seamen have a strong Union, with the necessary legal machinery to assist them, we must refer them to their respective Branch solicitors, in the case of such complaints as we may be advised not to publish. Once their case has been heard in Court, it will be reported in more papers than **SEAFARING**; to report it before might often defeat the ends of justice.

BURYING A BROTHER.

To the Editor of "Seafaring."

DEAR SIR.—Will you just find me a small corner to let your readers know how the members of the Union show respect to a brother when he has passed from the scene of action. A member of the King's Lynn Branch having died after a long illness, his remains were borne to their last resting-place with Union honours. I being invited, as a brother Unionist, to take part in the procession. The funeral did honour to our noble cause, and gave the lie to our enemies, who state that there is no real bond of brotherhood among us. The coffin was covered with the Union flag and two splendid wreaths bought by the sailors in port out of respect for our deceased brother, whose coffin was carried by Union sailors. About 30 others marched in procession, headed by Mr. Arnold, the secretary. And the vicar spoke to the men at the grave, and told them that after what he had seen that day he should have a different opinion of our sailors. I thought every one of the men present had faced death many times on the mighty deep yet as they stood around that open grave with lips quivering, I thought that they looked more manly than ever, and I could not help asking myself the question where are the men who could look upon a scene like that and call these noble seamen impostors, etc., simply because they dare assert their manhood and combine together to better their own condition? I thought if the Shipping Federation could have viewed the sight they would have said "It is no use trying to sow dissension among such men, since even at the grave they stand united." Hoping every sailor to be firm to their Union, and their friends Mr. Plimsoll and J. H. Wilson.—I beg to sign myself,

King's Lynn, A TRADE UNIONIST.

Dec. 22

ON THE UNION.

On the Labour Commission,

A short time ago,

Our friend, Mr. Wilson,

At Laws had a go;

And showed Federation

In colours so true,

And proved that the Union

To seamen's true blue.

'Twas only when the men

Could ask for their right,

That the kind owners then

Woke up in a fright;

Jack's welfare and comfort

Their aim was, they said;

But while they sipped port

Jack little was paid.

Better days are in store,

Better wages and food,

Those who sail from our shore

Will find Union is good;

Let us all bear a hand

Our cause to uphold;

And throughout all the land

Get the Union's firm hold.

Don't forget our Old Man,

But the gift to him make,

Pay the levy who can

When your money you take.

JOSEPH WILLIAM CHAPPEL,
Southampton.

TO CORRESPONDENTS.
CAPT. R.N.—Too late for this week.

SHIPS SPOKEN.

Allianca, New York to Rio Janeiro, Dec. 6, 15 N, 62 W.
 Atho, British steamer, New York to Jeremie, etc., Dec. 9, 20 miles N of Bird Rock.
 Annie, for Mauritius, Nov. 21, 2 N, 26 W.
 Andrina, British ship, New York to Shanghai, all well, Nov. 20, 30 S, 22 W.
 Adamantine, of Liverpool, Dec. 19, lat. 48, long. 31.
 Antofagasta, Antwerp to Rangoon, Nov. 4, 30 S, 22 W.
 Alice Cooper, British barque, from Rio Janeiro, Nov. 13, 16 S, 29 W.
 Balkamah, ship, of Liverpool, all well, Dec. 17, 47 N, 21 W.
 Bohemia, ship, San Francisco to Antwerp, Dec. 5, lat. 34, long 35.
 Bengal, Shield to Buenos Ayres, Nov. 26, 12 N, 9 W.
 Bangalore, English, New York to Calcutta, Dec. 7, 4 N, 30 W.
 British American, Dec. 23, 49 N, 9 W.
 British American, of Belfast, in tow of the Black Cock, s, of Liverpool, Dec. 25, 47 N, 7 W.
 Chilian, Iquique to Chañuel, Sept. 5, 26 S, 31 W.
 Cragend, British barque, Havre to San Francisco, Nov. 5, 31 S, 47 W.
 Childers, Dec. 21, 50 N, 17 W.
 "Cobey," ship, Nov. 14, 2 S, 91 E.
 Chinsura, of Liverpool, bound north, Oct. 4, 37 S, 95 W.
 Cashmere, Nov. 10, 1 N, 26 W.
 County of Peebles, San Francisco to Havre, Nov. 26, 10 N, 29 W.
 Curlew, British ship, bound south, Nov. 21, 3 N, 26 W.
 Dovenby Hall, ship, of Liverpool, Cardiff to Rio Janeiro, Dec. 23, 67 miles west of Scilly.
 Dunloe, barque, of Liverpool, standing south, all well, Dec. 26, 49 N, 9 W.
 Derbyshire, of Liverpool, Oct. 15, 57 S, 64 W.
 Dagr, for Rio Janeiro, Nov. 20, on the Line, 25 W.
 Dunrobin, British ship, bound south, Nov. 17, 8 S, long. 35, all well.
 Eulomene, four-masted barque, steering south, Nov. 21, 2 N, 30 W.
 Elwy, steering SW, Dec. 18, 47 N, 11 W.
 Edwin Reed, New York to Singapore, no date, 23 N, 30 W.
 Eliza and Hannah, of Aberystwith, (supposed), steering ENE, Dec. 27, 47 N, 9 W.
 E. B. Sutton, English ship, Dec. 3, 32 N, 37 W.
 Freeman, barque, New York to Amoy, Nov. 13, lat. 16 S, long. 29.
 Foyle, ship, Nov. 27, 20 N, 88 E.
 Firth of Solway, Dec. 18, 48 N, 11 W.
 Gal-tea, Dec. 3, on the Line, 28 W.
 Gasmere, Hamburg to Rangoon, Nov. 25, 5 S, 31 W.
 Hecla, ship, Tacoma to United Kingdom, Dec. 5, 38 N, 120 W.
 Havfruen, for Hobart, Nov. 21, 2 N, 26 W.
 Holkar, s, Philadelphia to London, Dec. 15, lat. 33, long. 73.
 Harrington, British barque, Nov. 18, 6 N, 24 W.
 Iris, barque, of Liverpool, Dec. 20, 51 N, 12 W.
 James Nesmith, ship, Baltimore to San Francisco, Nov. 15, 8 S, 35 W.
 Jason, ship, steering east, Nov. 27, 55 S, 79 W.
 John o' Gaunt, barque, Iquique to Falmouth, Oct. 7, 47 S, 97 W.
 Kate Thomas, English ship, all well, Nov. 16, 6 N, long. 33.
 Lady Elibank, British barque, Pernambuco to Sydney, off Bermuda.
 Llandaff City, s, New York to Swansea, Dec. 21, 44 N, 53 W.
 Lizzie Bell, of Liverpool, Nov. 17, 10 S, 52 W.
 Loch Shiel, of Glasgow, all well, Dec. 19, 51 N, 11 W.
 Lismore Castle, s, Dec. 21, 22 N, 17 W.
 Landskrona, San Francisco to Antwerp, Dec. 12, 41 N, 31 W.
 Lord Rowanay, British ship, bound south, Nov. 21, 7 N, 26 W.
 Loyalist, English brigantine, steering south, Nov. 19, 9 S, 33 W.
 Maiden City, barque, Bristol to Hampton Roads, Dec. 10, 46 N, 50 W.
 Mandalay, s, of Glasgow, steering west, Dec. 18, 49 N, 16 W.
 Nettie, brig, Buenos Ayres to Boston, Nov. 28, 12 N, 49 W.
 Old Kensington, ship, steering north, Nov. 28, 56 S, 68 W.
 Orinoco, s, of London, steering W by S 1/2 S, Dec. 26, 44 N, 14 W.
 Pericles, ship, Nov. 26, 55 S, 85 W.
 Palgrave, ship, steering SW, Dec. 19, 49 N, 7 W.
 Quathlamba, barque, of Aberdeen, Nov. 24, 9 S, long. 35.

Somerton, s, Galveston to Liverpool, Dec. 13, 200 miles SSE of Sandy Hook.
 St. Lucie, barque, New York to Wellington (NZ), Nov. 17, 8 S, 23 W.
 Sir Robert Fernie, four-masted ship, New York to Calcutta, Nov. 24, 6 S, 89 E.
 Salamis, ship, Melbourne to London, Nov. 28, 56 S, 68 W.
 Sovereign, Berwick, Dec. 19, 49 N, 7 W.
 Tartar, s, Southampton to Cape Town, Dec. 20, 18 N, 18 W.
 Turakina, of London, Nov. 14, 2 S, 32 W.
 Victoria, Buenos Ayres to Hamburg, Sept. 29, 19 N, 34 W.
 Victoria, for Hamburg, 20 N, 34 W.
 Woolloomooloo, s, London to Melbourne, all well, Dec. 21, 22 N, 17 W.
 Waimea, barque, London to Canterbury, Nov. 22, 3 N, 27 W.
 Windermere, barque, Mauritius to Falmouth, Dec. 4, off Cape Recife.
 Wallacetown, ship, Iquique to Hamburg, Nov. 2, 32 S, 31 W.
 Wavertree, English ship, from San Francisco, Nov. 12, 17 S, 29 W.

WHERE THE WEATHER IS HOT.

"It's been pretty warm this week, hasn't it?" remarked the thin man with the prescription, leaning up against the counter in Wilfert's drug store.

"Warm!" spat the fellow with the cigar, "why, I thought it was cool! You don't have any hot weather around here, anyhow."

"We don't?" asked the druggist, interrogatively, doubting.

"Nup. You ought to try a hot spell in Prattville, Ark. Have to tie a wet sponge over your mouth when you go out in the middle of the day, to keep the hot air from cracking the enamel on your teeth and blistering your tongue. It gets hot down there, I tell you."

"But, land alive, man, if you had ever been in Texas with the United States Survey you wouldn't speak of a little thing like that," quietly whispered the pale customer from John-street. "The summer I was there on duty there were three icehouses burned down."

"Catch from the heat of the sun?" asked the druggist.

"Well, not exactly, for you see the flames broke out at the bottom. It was a clear case; the ice had caught fire from spontaneous combustion."

A deep silence rested over the group a few moments, while all the champions collected their nerves. Then the commuter from Sedamsville, who had just stepped in, on his way down to the train, remarked casually,

"I have seen a little hot weather in my time; but the hottest I ever saw was in Mexico. We had three Louisiana darkies with us, and they could stand a good deal of hot weather. On one of the hottest days it came necessary to have some outdoor work done, and these fellows, of course, were sent out to do it. Before they started the chief of the workmen warned them not to drink any cold water before going out, as it was dangerous. They hadn't been out 20 minutes before we heard two or three toots on a railroad whistle, and the whole party hopped up to see the train pass. But the chief looked up with a horrified face, and crying 'I knew it!' hurriedly picked up a basket and shovel and broke for the door."

"Why, what was the matter?" asked the crowd, as the narrator paused to light his cigar, nonchalantly.

"Oh! those darkies had sneaked around to the back porch and disobeyed orders by taking a drink, so the minute they got in the sun the intense heat began generating steam just as in an engine boiler. About the time there was the pressure of 30 or 40 pounds on the poor devils, who opened their mouths to shriek, and the escaping steam whistled just like a railroad engine, out of their mouths and noses. By the time we got to them they had burst!"

"What were the basket and shovel for?"

"To gather up the scattered remains," was the solemn reply, as the Sedamsville man walked out.

"I don't want to make trouble," apologetically said the John-street man, "but if that fellow had stayed here I'd have had to call him a liar."

Cincinnati Commercial Gazette.

CAPTAIN FERRIS, of the steamer Lord O'Neil, of Belfast, at Dublin from Baltimore, reports that when running before a mountainous sea he had a canvas bag (such as the Board of Trade require for lifeboats) filled with boiled oil, and a bucket with a hole in the bottom of it filled with lard oil, mixed with mineral spirit, and placed one in each water closet. From observation the boiled oil was the best for taking the top of the seas.

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HOMeward Bound.

The following have been reported homeward bound since our last report:—

Asia left Valencia Dec 21, for Liverpool
 Amethyst left Newport News Dec 22, for Liverpool
 Angola left Madeira Dec 23, for Liverpool
 Anseim left Para Dec 17, for Liverpool
 Amana left Norfolk Dec 16, for Liverpool
 Arabia left Aden Dec 26, for Liverpool
 Aloedene left Galveston Dec 20, for Liverpool
 Avoca left Colombo Dec 22, for London
 Africa left Suez Dec 22, for London
 Assaye left Colombo Dec 22, for London
 Amaranth left Philadelphia Dec 15, for London
 Arcadia left Colombia Dec 24, for London
 Annie McDonald left Geraldton Dec 12, for London
 Aorangi left Lyttelton Dec 26, for London
 Armida left San Francisco Dec 11, for Queenstown
 Armadale left San Francisco Dec 2, for Q town
 Adderley left San Francisco Dec 18, for Queenstown
 Assyrian left New York Dec 24, for Glasgow
 Aberfoyle left Iquique Dec 15, for Channel
 Alice Graham clrd at Coosaw Nov 11, for U K
 Anna left Philadelphia Dec 17, for U K
 Acuba left New York Dec 17, for U K
 Altonover left New York Dec 19, for U K
 Asiatic Prince left New York Dec 19, for U K
 Aljaca left Philadelphia Dec 20, for U K
 Accomac left Baltimore Dec 20, for U K
 Annie's left Baltimore Dec 23, for U K
 Algoma left Baltimore Dec 27, for U K
 Abroras left Newport News Dec 27, for U K
 Antelope, Andersson, clrd at Belize Nov 16, for
 Grole
 Arina at Laguna Dec 10, for Grimsby
 Albany left Malta Dec 16, for Hull
 Arctic Stream clrd at San Francisco Dec 2, for Hull
 Astria left Philadelphia Dec 20, for Ipswich
 Artemis clrd at Wilmington Dec 2, for Middlebro
 Aspotagan left Souris, PEI Dec 3, for Penarth
 Atatra left Barbadoes Dec 19, for Plymouth
 Britannia left Marseilles Dec 25, for Liverpool
 Branksome Hall's left Berlin Dec 26, for Liverpool
 Benguela's left Sierra Leone Dec 28, for Liverpool
 Bellarden's left New Orleans Dec 21, for Liverpool
 Benita's left Norfolk Dec 22, for Liverpool
 Britannia's left New York Dec 23, for Liverpool
 Braganza's left Maranham Dec 23, for Liverpool
 Bostonian's left Boston Dec 23, for Liverpool
 British Queen's left Norfolk Dec 14, for Liverpool
 Bungaree's left Gibraltar Dec 26, for London
 Beresford's left Gibraltar Dec 26, for London
 Bothwell Castle's left Gibraltar Dec 26, for London
 British Crown's left Boston Dec 21, for London
 Beechville's left New York Dec 13, for London
 Brussels left Lyttelton Dec 24, for London
 Ballarat's left King George's Sound, Dec 28, for
 London
 Breconshire's left Suez Dec 23, for London
 Bcroft clrd at San Francisco Dec 14, for Q town
 Beatrix left Iquique Dec 17, for Falmouth
 Blanche & Louise left Iquique Dec 17, for F'lmouth
 Bjorvikken left Brunswick Dec 15, for Glasgow
 B T Robinson's left New York Dec 16, for U K
 Brazilian's left New Orleans Dec 21, for U K
 Barcelona left New Orleans Dec 25, for U K
 Bellini's left Baltimore Dec 27, for U K
 Blenheim's left Suez Dec 15, for Hull
 Counsellor's left New Orleans Dec 10, for Liverpool
 Cyril's left Newport News Dec 25, for Liverpool
 Chancellor's left New Orleans Dec 22, for Liverpool
 City of Chester's left New York Dec 22, for L'pool
 Catalan's left Norfolk Dec 27, for Liverpool
 City of Perth's left Perim Dec 23, for Liverpool
 Cearense supposed to have left Ceara Dec 14, for
 Liverpool
 Cuban's left New Orleans Dec 24, for Liverpool
 Cardiff Castle's left Charles'on Dec 27, for L'pool
 Clan Graham's left Ushant Dec 28, for London
 Clan Monroe's passed Gibraltar Dec 28, for London
 Clan Fraser's left Gibraltar Dec 26, for London
 Clan Matheus' left Gibraltar Dec 23, for London
 Clan Murray's left Suez Dec 19, for London
 Coronadell's left Suez Dec 23, for London
 Clan Grant's left Aden Dec 26, for London
 City of Khion's left Suez Dec 22, for London
 Cameo's left Newport News Dec 12, for London
 Clan Drummond's left Suez Dec 26, for London
 Cora left New Orleans Dec 14, for London
 City of Calcutta's left Colombo Dec 21, for London
 Clan Macarthur left Colombo Dec 26, for London
 Clan Macleod's left Colombo Dec 24, for London
 Crane's left Newport News Dec 18, for London
 Carte Blanche's left Port Adelaide Dec 17, for L'don
 Crete's left Newport News Dec 18, for London
 City of Newcastle's left Norfolk Dec 22, for L'don
 Clan Macalister's left Calcutta Dec 26, for London
 Clan McNeil's left Madras Dec 24, for London
 Clarence S Bent left San Francisco Dec 2, for
 Queenstown

Commonwealth clrd at San Francisco Dec 11, for Queenstown
 County of Flint clrd at San Francisco Dec 14, for Queenstown
 Carnegie suppo-ed left Iquique in Dec, for F'lmouth
 Campagna left W C S America Dec 20, for Falmouth
 Circassia s left New York Dec 19 for Clyde
 City of Wakefield s left Perim Dec 23, for Dundee
 Cavour left Pensacola Dec 16, for Greenock
 Crystal s left New York Dec 12, for Leith
 Corolla left Talcahuanco Dec 18, for Channel
 Cheruskia s left New Orleans Dec 18, for U K
 Cape Comino s left Newport News Dec 18, for U K
 Casos s left New York Dec 20, for U K
 County Derry s left Galveston Dec 21, for U K
 Chandernagor s left New York Dec 22, for U K
 Castlehill s left Philadelphia Dec 28, for U K
 Clio s left Gibraltar Dec 27, for Hull
 Caledonia s left Port Said Dec 17, for Hull
 Countess of Dufferin left St John, NB, Dec 8, for Londonderry
 Dryden s left Norfolk Dec 16, for Liverpool
 Dahomey s left Sierra Leone Dec 25, for Liverpool
 Denmark s left New York Dec 16, for Liverpool
 Delambre s left New Orleans Dec 21, for Liverpool
 Darien s left New Orleans Dec 22, for Liverpool
 Dieudonne left Port Louis Dec 17, for London
 Drummond s left Suez Dec 19, for London
 Duddingston s passed Fremantle Dec 6, for London
 Duncow left Calcutta Dec 2, for London
 Dunera s left Suez Dec 26, for London
 Fago s left Suez Dec 23, for London
 Doune Castle s left Cape Town Dec 16, for London
 Don left San Francisco Dec 7, for London
 Dharwar left Melbourne Dec 22, for London
 Damara s left Halifax Dec 20, for London
 Dumbarstonshire left Pisagua Dec 22, for Falmouth
 Dorothia, Bies, left Pi-aqua Dec 14, for Channel
 Dorset s left Norfolk Dec 27, for U K
 Dronning Louise left Savannah Dec 23, for U K
 Domenico Lanata left New Orleans Dec 28, for U K
 Dane s left Cape Town Dec 14, for Southampton
 Earl Dunraven left San Francisco Dec 22, for Liverpool
 Elba s left Norfolk Dec 24, for Liverpool
 Explorer s left New Orleans Dec 27, for Liverpool
 Etruria s left New York Dec 26, for Liverpool
 El Dorado s left St. Kitts Dec 19, for London
 England s left New York Dec 22, for London
 Enna left Jamaica Dec 12, for Falmouth
 Ethiopia s left New York Dec 27, for Clyde
 Emmanuel c rd at Pensacola Dec 3, for Greenock
 Eva left Brunswick Dec 17, for U K
 Earndale s left Baltimore Dec 20, for U K
 Euphrates s left New York Dec 19, for U K
 Ethiopia s at Sydney Dec 20, for U K
 Erieque s left New Orleans Dec 26, for U K
 Exeter City s left New York Dec 24, for Bristol
 Ellida clrd at Hubbard's Cove Dec 1, for Fleetwood
 Elie left Rio Janeiro Dec 18, for Southampton
 Em's left New York Dec 25, for Southampton
 Fairfield s left Newport News Dec 22, for Liverpool
 Falls of Foyers left Melbourne Dec 16, for London
 Fulham s left New York Dec 21, for London
 Falls of Carrick left San Francisco Dec 14, for Queenstown
 Feronia s left Port Said Dec 15, for Dundee
 Flambro s left Baltimore Dec 17, for U K
 Fastnet s left New York Dec 20, for U K
 Fairmount left New York Dec 24, for U K
 Fernside s left New York Dec 5, for Bristol
 Gulf of Mexico s left Suez Dec 26, for London
 Guf of Bothnia s left Suez Dec 17, for London
 Glenishiel s left Port Said Dec 25, for London
 Glengarry s left Perim Dec 28, for London
 Gulf of Acre s left Melbourne Dec 26, for London
 Glenfinlas s left Philadelphia Dec 17, for London
 Goorkha s left Madras Dec 26, for London
 Glengyle s left Hong Kong Dec 21, for London
 Glenmorganshire s left Hong Kong Dec 28, for L'don
 Guldregn left Pensacola Dec 16, for Greenock
 Gloucester s left New York Dec 27, for U K
 Gloucester City s left New Orleans Dec 24, for U K
 Gracia s left New Orleans Dec 21, for U K
 Grattan clrd at Astoria Dec 7, for U K
 Gallego s left New Orleans Dec 28, for U K
 Honolulu left Perth Amboy Dec 5, for Liverpool
 Hellenes s left River Plate Dec 18, for Liverpool
 Hollinsides s left Pernambuco Dec 3, for Liverpool
 Hampshire s left Singapore Dec 22, for London
 Henrietta H left Suez Dec 20, for London
 Himalaya left Timaru Dec 17, for London
 Helopea s left Mobile Dec 24, for London
 Hilaria left Tacoma Dec 3, for Queenstown
 Hawthornbank left Tacoma Dec 24, for Q'town
 Hera left Calcutta Dec 12, for Falmouth
 Holstein s left New York Dec 17, for U K
 Helgesen left Charleston Dec 18, for U K
 Heathfield s left Baltimore Dec 22, for U K
 Hallamshire s left Norfolk Dec 22, for U K
 Highlander s left Baltimore Dec 25, for U K
 Highland Chief s left New York Dec 16, for Avonmouth

Harold left St John, NB, Dec 15, for Belfast
 Hindoo s left New York Dec 21, for Hull
 Haakon Haakon-en clrd at Philadelphia Nov 30, for Londonderry
 Harriet, clrd at Halifax Dec 14, for Swansea
 Irian s left N-wpo t News Dec 16, for Liverpool
 Iberia s left Monte Video Dec 21, for Liverpool
 Ifafa s left Port Natal Dec 14, for London
 Illawarra left Sydney Dec 21, for London
 Isabel left Savannah Dec 18, for U K
 Ipsden s left Galveston Dec 21, for U K
 Iron Crag clrd at Astoria Dec 7, for U K
 Imperial Prince s left Boston Dec 23, for U K
 Imboss s left Newport News Dec 27, for U K
 James Watt s left Valparaiso Dec 18, for Liverpool
 Junna s left Rockhampton Dec 27, for London
 J E Graham left New York Dec 20, for U K
 Kirby Hall s left Gibraltar Dec 9, for Liverpool
 Knutsford s left Savannah Dec 26, for Liverpool
 Kaisow s left Suez Dec 11, for London
 Karamania s left Colombo Dec 24, for London
 Kaiser i-Hind's left Colombo Dec 21, for London
 Kingsdale s left New York Dec 26, for Leith
 King Edward left San Francisco Dec 12, for Ch'un'l
 Kingdom s left Savannah Dec 18, for U K
 Knight Errant s left Norfolk Dec 24, for U K
 Knight Commander s left Newport News Dec 26, for U K
 Lester s left Norfolk Dec 22, for U K
 Katie Stuart left Savannah Dec 21, for U K
 Kilmore s left Galveston Dec 23, for U K
 Knutsford s left Savannah Dec 27, for U K
 Lancelet s left Suez Dec 26, for Liverpool
 Llanthony Abbey s left Norfolk Dec 22, for L'pool
 Lockwood clrd at St. John, NB, Dec 11, for L'pool
 Lake Ontario s left Boston Dec 26, for Liverpool
 Lancaster s left Brunswick Dec 23, for Liverpool
 Loanda s left Lagos Dec 26, for Liverpool
 Laertes s left Port Said Dec 13, for London
 Leny s left Baltimore Dec 11, for London
 Lochee left San Francisco Dec 15, for Queenstown
 Limache left Pisagua Dec 16, for Falmouth
 Loch Lomond s left Malta Dec 19, for Dundee
 Lotus left Picton, NS, Dec 6, for Glasgow
 Longstone s left New York Dec 15, for U K
 Lady Wolsey left Valparaiso Dec 18, for U K
 Loodiana left New York Dec 22, for U K
 Leif Erikson left Savannah Dec 22, for U K
 Longhirst s left New York Dec 26, for U K
 Lapato s left New York Dec 22, for U K
 Lord Lansdowne left Baltimore Dec 19, for Belfast
 Lina, clrd at Halifax Dec 14, for Fleetwood
 Larnica left St. John, NB, Dec 14, for Penarth
 Largo Bay s left New York Dec 15, for Sanderland
 La Plata s left St. Vincent Dec. 23, for Southampton
 Llancaff City s left New York Dec 17, for Swansea
 Mongolian s left Baltimore Dec 15, for Liverpool
 Monte Rosa s left West Point, Va, Dec 27, for L'pool
 Mandingo s left Lagon Dec 27, for Liverpool
 Myrmidon s left Suez Dec 20, for London
 Merkara s left Townsville Dec 17, for London
 Miltiades left Sydney Dec 17, for London
 Memphis s left New York Dec 19, for London
 Montaña's left Baltimore Dec 20, for London
 Menelau s left Batavia Dec 18, for London
 Mogul s left Suez Dec 24, for London
 Mount Stewart left Sydney Dec 26, for London
 Morial a left Adelaide prior to Dec 26, for London
 Mandalay left San Diego Dec 17, for Queenstown
 Milton Park left San Francisco Dec 21, for Qu'stwn
 Metropolis left Astoria Dec 6, for Queenstown
 Manitobah s left Philadelphia Dec 19, for Clyde
 Mab s left New York Dec 20, for Leith
 Mary left Charleston Dec 16, for U K
 Mozart left Mobile Dec 17, for U K
 Mary Thomas s left New York Dec 19, for U K
 Marstonmoor s left Baltimore Dec 27, for U K
 Moorgate s left New York Dec 28, for U K
 Norseman s left Boston Dec 23, for Liverpool
 Norham Castle s left Cape Town Dec 16, for L'nd'n
 Nonpareil s left Demerara Dec 23, for London
 Naiad left Iquique Dec 7, for Falmouth
 Norwegian s left New York Dec 11, for Glasgow
 Nestorian s left Philadelphia Dec —, for U K
 Nicocia s left New York Dec 17, for U K
 Norge s left New York Dec 19, for U K
 Navarro s left Boston Dec 21, for U K
 Nordbygd left Brunswick Dec 15, for Goole
 Olive Branch s left Norfolk Dec 19, for Liverpool
 Oregon s left Portland Dec 27, for Liverpool
 Onafu s left Suez Dec 23, for London
 Orient s left Suez Dec 26, for London
 Orion s left Suez Dec 26, for London
 Ormuz s left Albany Dec 19, for London
 Oakdene s left New Orleans Dec 24, for U K
 Olga left New York Dec 28, for U K
 Oskar clrd at Wilmington Dec 11, for Bowling
 Pascal s left Norfolk Dec 16, for Liverpool
 Potaro s left Newport News Dec 19, for Liverpool
 Phyllis s left Newport News Dec 18, for Liverpool
 Potosi s left Valparaiso Dec 23, for Liverpool
 Pak Ling left Singapore Dec 22, for London
 Port Philip s left Malta Dec 26, for London

Port Caroline s left Colombo Dec 20, for London
 Palinurus s left Suez Dec 23, for London
 Peshawur s left Aden Dec 23, for London
 Port A bert s left Perim Dec 28, for London
 Polyphemus s left Penang Dec 14, for London
 Ping Suey s left Nagasaki Dec 18, for London
 Portena s left Monte Video Dec 17, for London
 Pallas s left Calcutta Dec 23, for London
 Prussian s left Boston Dec 18, for Clyde
 Puentia s left Philadelphia Dec 17, for U K
 Pri z Regent left Mobile Dec 18, for U K
 Prince left Charleston Dec 18, for U K
 Prydain s left Philadelphia Dec 18, for U K
 Procida s left New York Dec 21, for U K
 Pharos s left Brunswick Dec 23, for U K
 Paula s left New York Dec 24, for U K
 Pennsylvania s left New York Dec 28, for U K
 Pelayo s left New Orleans Dec 26, for U K
 Po s left New Orleans Dec 28, for U K
 Queen Anne s left Malta Dec 23, for Clyde
 Rufford Hall s left Gibraltar Dec 28, for Liverpool
 Roquel e s left Sierra Leone Dec 24, for Liverpool
 Rydal Hall s left Suez Dec 23, for Liverpool
 Regnaut s left Newport News Dec 14, for L'pool
 Rita s left Galveston Dec 16, for Liverpool
 Richmond Hill s left New York Dec 22, for L'pool
 Rakai left Timaru Dec 19, for London
 Romanoff left Lyttelton Dec 19, for London
 Rosetta s left Colombo Dec 22, for London
 Robina s left Newport News Dec 24, for London
 Rollo left Raine Island Dec 18, for Channel
 Regina s left New Orleans Dec 14, for U K
 Romola s left Norfolk Dec 22, for U K
 Ringhorne left Mobile Dec 17, for U K
 Rainmuide left Charleston Dec 26, for U K
 Rodda s left New York Dec 26, for U K
 Red Jacket s left New Orleans Dec 28, for U K
 Rimpha s left New Orleans Dec 28, for U K
 R-venshoe s left Dec 27, for U K
 Remembrance s left Newport News Dec 24, for Avonmouth
 Rita left Galveston Dec 15, for Cork
 Reistad, left New York Dec 15, for Dublin
 Rosario s left Aden Dec 21, for Hull
 Somerton s left Norfolk Dec 13, for Liverpool
 Sorata s left Lisbon Dec 27, for Liverpool
 Springfield s left Newport News Dec 24, for L'pool
 Scholar s left Pernambuco Dec 17, for Liverpool
 Siddons s left New Orleans Dec 21, for Liverpool
 Scotia s left Norfolk Dec 19, for Liverpool
 Sirius s left New York Dec 23, for Liverpool
 Sarpedon s left Suez Dec 13, for London
 Shropshire s left Marseilles Dec 17, for London
 Stella s left Suez Dec 24, for London
 Salerno s left Norfolk Dec 15, for London
 St Regulus left Suez Dec 20, for London
 St Fillans s left Philadelphia Dec 24, for London
 Scottish Dales left Calcutta Dec 1, for Dundee
 State of Nebraska s left New York Dec 18, for Glasgow
 Sarmatian s left Boston Dec 28, for Glasgow
 Straits of Belle Isle s left Newport News Dec 18, for U K
 Sirena left Philadelphia Dec 18, for U K
 Senator Iken left New York Dec 17, for U K
 Standard s left New York Dec 17, for U K
 Souvenir left Savannah Dec 23, for U K
 Southery s left New Orleans Dec 24, for U K
 Stubbenhuk s left Boston Dec 26, for U K
 Scot s left Cape Town Dec 23, for Southampton
 Tronto s left Norfolk Dec 24, for Liverpool
 Tauric s left New York Dec 23, for Liverpool
 The Queen s left New York Dec 28, for Liverpool
 Tantallon s left Philadelphia Dec 18, for London
 Tonsberg s left New York Dec 17, for U K
 Trojan s left Cape Town Dec 25, for Southampton
 Thèmes s left Bueno Ayres Dec 23, for Southampton
 Umbilo s left Las Palmas Dec 22, for London
 Umona s left Natal Dec 24, for London
 Union left New York Dec 18, for U K
 Victory s left Norfolk Dec 16, for Liverpool
 Verax s left Norfolk Dec 24, for Liverpool
 Venus s left Norfolk Dec 27, for Liverpool
 Virginian s left Boston Dec 27, for Liverpool
 Valette s left Brindisi Dec 27, for London
 Van Galen left Napier Dec 11, for London
 Vivid left G-lveston Dec 21, for Queenstown
 Voltorno s left New York Dec 18, for U K
 Worsley Hall s left Perim Dec 21, for Liverpool
 Wandle s left Norfolk Dec 27, for Liverpool
 Wyoming s left New York Dec 22, for Liverpool
 Wandle s left Galveston Dec 17, for U K
 Weehawken s left Philadelphia Dec 18, for U K
 Wilton left Savannah Dec 23, for U K
 William Branfoot s left New York Dec 28, for U K
 Wakefield s left New York Dec 28, for U K

A SHIP's boat has been cast ashore two miles south of Portpatrick, 24 feet keel, painted black outside and white inside. On a copper ribbon badge on the bow is the word "Portsmouth," and on a small brass plate "C. Hansen & Sons, launch and boat builders, Cowes."

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—A. Nielsen, Agent, Office, 21, Nørregade.
ABERDEEN.—Jas. C. Thompson, 49, Marischal-st., sec.; J. S. Watt, Esq., advocate, 7, King-st., law agent. Meet, in office—contributions, 7 p.m.; business, 8 p.m., Monday.

AMBLE.—G. H. Guthrie, 1, George-street, via Acklington, sec.; John Mathews, Steamboat Inn, Amble Harbour, treasurer.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, sec.

ARROTH.—J. Wood, 17, Ferry-street, Montrose.

ARBOSSAN.—J. McMurray, Jun., 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

AYR.—C. Nielson, 52, Green-st., Newton.

BANFF.—R. Barlow, Fife-street, agent.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-rd. Meet, Monday, 7 p.m.

BARRY DOCK.—J. Harrison, Kingsland-crescent, sec.; J. H. Jones, Esq., solicitor; Dr. Gore, medical officer, Barry-nd., Cadotown; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meet, Thursday, 7.30 p.m., at Barry Hotel.

BELFAST.—P. Clibbett, 41, Queen-square, sec.; S. M. Shaw, assistant sec.; Jas. Newell, outside delegate. Meet, Thursday, 7.30 p.m., at office.

BERGEN.—Johannesen, sec., Socialistisk Arbeider Forening. Meeting, Wednesday, 8 p.m.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Monday at 7.30.

BLITHFIELD.—George Cowie, 8, Stanley-st., sec.

BO'NESS.—Charles Campbell, Albert-buildings, sec. Meeting, Monday, 7 p.m.

BOSTON.—Mr. Symonds, Castle Tavern, Church-street, agent.

BREMERHAVEN.—F. Fintchens, Buergermeister Sinit Strasse, secretary.

BRISTOL.—T. J. Dacey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square treasurer; C. Jarman, delegate. Meet, Monday, 7.30, at Ship, Redcliff Hill.

BUCKIE.—John Calder, Baron's-lane, agent.

BURGHHEAD.—G. F. MacKenzie, merchant.

BURNIE.—J. Moodie, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.

CARDIFF.—John Gardner, district secretary for Bristol Channel, West Bute-street; F. Wilson, Branch secretary; George Denning and Edward Holbeck, delegates; Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

CONSTANTINOPLE.—T. McKivitt, British Post Office.

COPENHAGEN.—C. R. Czarnowsky, 11, Havnegade, secretary; H. Olsen, outside delegate. Meeting, Thursday, 7 p.m.

CORK.—T. H. Clark, 16, Anderson's Quay, sec. Meetings, Monday and Friday, 5.30 p.m. A. Blake, Esq., Marlborough-st., solicitor.

CHRISTIANIA.—Olaf Olsen, branch sec., 2, Raahusgaden. Meeting, Wednesday, 8 p.m.

DROGHEDA.—R. Nugent, 15, Peter-street, agent. Meeting, Friday, 7.30 p.m.

DUBLIN.—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.

DUNGEAVAN.—J. W. Shaw, Bridge-street.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Durbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNDALK.—L. Eevers, Quay-street, secretary. Meeting, Tuesday and Thursday.

FRASERBURGH.—A. Noble, 27, Firthside-st., agent.

GARSTON (Sub-Branch).—W. Wilkinson, agent, 8, St. Mary's-road.

GLASGOW.—Robt. McBride, secretary, 15, James Watt-street; R. A. Rennie, Esq., law agent, 146, Regent-street; Messrs. Hillon, Baird, and Hill, outside delegates. Meeting first Tuesday every month, Lesser Hall Assembly Rooms, McLean-st., S.S., and second, third, and fourth Monday of every month in Good Templar Hall, 20, Bishop-street, Anderston. Telephone 3184.

GLASGOW (South Office).—A. Thomson, assistant secretary, 18, Plantation-street. Office hours, 9 a.m. to 6 p.m., and till 2 p.m. Saturdays.

GOLESTEIN.—A. E. Evans, 1, Raglan-terrace, Sudbrook, secretary.

GORLESTON.—H. Randall, agent, "Old Commodore," High-st.

GOOLE.—W. R. Chappell, 24, Booth Ferry-nd., Goole, sec. Meetings, Tues. and Fri., 7.30.

GOTHENBURG.—A. Bruce, secretary, No. 31, Stigbergsgatan.

GRANGEMOUTH.—Edwin Cowie, 6, South Charlotte-st., sec. Wm. M. Anderson, Esq., Grange-st., solicitor.

GRAVESEND.—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GRAYS.—Wm. Wall, 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Bennett, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Swanbrow, 69, South Quay. Meeting at office Monday, 7.30 p.m.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HULL.—T. Carr, Unity Hall, and Office, 11, Posterngate, secretary; A. Clark, and W. Brown, outside delegates; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall.

HULL "B" (Steam Trawl Engineers' Branch), J. G. Runnacles, 65, West Dock-avenue. Meeting, Monday and Thursday, 2 p.m.

INVERNESS.—T. D. Rennie, 9, Ardconnell-terrace.

KING'S LYNN.—C. W. Arnold, St. Ann-st., sec. Meeting, Monday, 8 p.m., at Royal Standard, County Court-road.

LEITH.—James Brown, 15, Commercial-street (opposite Shipping Office), sec.; W. J. Haig Scott, Esq., S.S.C., solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings, Tuesday, 7.30 p.m., in Lifeboat Hall, Tolbooth Wynd, Leith. Telephone 555.

LERWICK.—W. Spence, 23, Burgh-road.

LIMERICK.—F. Reynolds, agent, 24, Windmill-st.

LIVERPOOL.—H. R. Taunton, 8, Price-street, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, solicitor. Meeting, Monday, 7.30 p.m., at 8, Price-st. Telephone 2296.

AUDITOR.—W. Dickson, Esq., A.C.A., 25, Victoria-street; medical officer, A. Stookey, Esq., M.B., 1, Gt. George's-square.

LIVERPOOL.—T. Connerty, 133, Derby-nd., Bootle, sec.; W. A. Tetlow, Esq., solicitor. Telephone 2674.

LIVERPOOL.—John William McGovern, sec., 12, Boundary-st., North End, close to Shipping Office. Meeting, Wednesday, 7.30 p.m.

LONDON (Rotherhithe and Deptford Branch).—J. Garvie, 31, Albion-street, Deptford, secretary. Meetings, Monday and Thursday, 7.30 p.m., at Chichester Tavern.

LONDON (Tower Hill).—J. Donovan, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday, 8 p.m. Telephone, 11, 167.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-nd., E., secretary; A. Palmer and P. Power, delegates; agent at Millwall, Chas. Wheeler; Dr. Hope, medical officer. Meeting, Tuesday, 8 p.m., Schoolroom, Plimsoll-street, Poplar. Telephone 5213.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E., sec. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

LOWESTOFT.—J. Linder, assistant sec., 4, St. George's terrace, Lorne Park-road, South Lowestoft.

LONDONDERRY.—A. O'Hea, secretary, Union Office, 99, Foyle-st. Meeting, Wednesday, 7.30 p.m.

MALMO.—Axel Danielson, Nörregation No. 3b.

MALTA.—F. W. Young, 35, Strada Miratore, Vittoriosa.

MARYPORT.—F. F. Gant, Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBRO.—George Cathay, Robinson's Market Hotel, Market-place, sec.; Dr. Ellerton, 38, Gosford-st., medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; W. Gilchrist, 3, Hopper's-yard, Commercial-st., delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone, 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NAIRN.—A. M. Bochel, 14, Society-street.

NEWCASTLE-ON-TYNE.—T. Dunn, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellington-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, in office, 7 p.m.

NEWPOET (Mon.).—F. Gilman, 31, Ruperra-st., sec.; Dr. Pratt, Ruperra-st., medical officer; Digby Powell, Esq., Dock-st., solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday, 7.30 p.m., Tradesmen's Hall, Hill-st.

NEWRY.—James J. Conaghy, agent, 6, Edward-street. Meeting, Wednesday, 2 p.m., at N. U. of D. L. Hall, 45, Castle-street.

PENARTH.—G. Tucker, 32, Dock-road.

PETERHEAD.—Edward Buchan, 11, Port Henry-road, sec. Subscriptions every evening 6 to 9 p.m. Monthly meeting, U. P. Hall, first Thursday of month. Harbour Office, 16, Harbour-street. Secretary there Tuesday, Thursday, and Saturday, 2 to 4 p.m., other times at Town Office.

PLYMOUTH.—F. Anderson, Trades Union Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meeting, Tuesday, 7 p.m., at office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, sec.

PORTSOY.—J. Barlow, c/o Mr. Bannerman, School, Hendry-street, agent.

PORTSMOUTH.—John Farquharson, secretary, 70, Charlotte-street, Landport.

BOTTERHAM.—A. Rutherford, sec., 2, Wester Kade, near Sailors' Home and Shipping Office.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's Union Hall, Coronation-st., sec.; J. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; R. Jacks, Esq., 72, King-st., solicitor. Meetings, Monday and Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary; E. Blandford, night watchman at waiting rooms, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHIELDS (North).—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TEE.—E. Page, sec., Union Hotel Market-place.

STORNOWAY.—J. Macaskill, secretary, 11, Point-street. Meeting first Tuesday in the month, in the office, at 8 p.m.

SUNDERLAND.—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—T. Llewelyn, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street. Palmer's Buildings.

WATERFORD.—J. Sullivan, 84, Quay.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings; Meeting, Friday, at 7 p.m., at office.

WEXFORD.—P. O. Dwyer, Main-street.

WICK and THURSO.—Henry Lyall, Saltown-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITSTABLE.—Harbour-street, secretary; J. Tookey, Faversham, agent.

WHITEHAVEN. } F. F. Gant, Maryport.

WORKINGTON. } J. Collins, Browne-street.

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SAILORS' AND FIREMEN'S UNION
NOTICES.

BRANCH NOTICES

Which are intended for insertion in SEAFARING must be paid for at the rate of 2s. 6d. each, the money (payable to A. Cowie) to accompany the advertisements. When such advertisements are not accompanied by that remittance, they will be charged to the Branch sending them at the rate of 5s. each per week.

NOTICE TO MEMBERS.

Any members who may be passing Malta or Constantinople, and having any complaints to make as to illtreatment, bad provisions, or unseaworthy ships, are requested to communicate with the Union representatives at these ports, viz., Mr. Thomas McKevitt, British Post Office, Constantinople, or Mr. F. W. Young, 35, Strada Miratori Vittoriosa, Malta. Members are also requested to carry their Union cards, or a letter from their Branch secretaries.—By order, J. H. WILSON, General Secretary.

BLYTH BRANCH.

Union sailors and firemen are wanted here.

(For continuation of Notices see page 15.)

Seafaring.

SATURDAY, JANUARY 2, 1892.

A GOOD ANSWER.

The Sailors' Union of the Pacific have given a good answer to certain shipowners on that coast who proposed to reduce seamen's wages, on the old plea that competition has reduced freights. As the Union points out, this competition exists only among the shipowners themselves, therefore, the Union might have added, it is the competing owners who should suffer and not the seamen. The seamen being organised do not underbid each other. If the shipowners choose to engage in cut-throat competition that is purely the shipowners' affair, which the shipowners must remedy, as seamen have no control over it. Supposing there is tonnage seeking employment, owners in bidding against each other would, if wages were reduced, all be able to bid less to the extent of that reduction, whereas the wages being uniform, lower wages would not give one owner any advantage over another. The only owners who would gain anything would be those who had agreed to freights on the existing rate of wages. As the Union's reply adds, any delay in despatching a vessel costs more than £1 more or less in the seaman's wages. Seamen elsewhere than on the Pacific may usefully make a note of all this. It is an old, old story of the shipowner, that as competition reduces freights wages must be reduced, just as if seamen were to blame for the owners cutting down freights by the owners underbidding each other. If the owners choose to blackleg one another by underbidding, that is no fault of the seaman. He has no voice in the matter. If he were consulted he would say: I disapprove of such competition, and have shown it by combining with my fellow seamen not to underbid each other. Were you shipowners to combine as we have done and not underbid each other, but maintain fair prices, you could end the present system of cut-throat competition. That system being entirely the fault of the owners themselves, to propose that the seamen who have set a better example should suffer is too ridiculous. The shipowners, having shown that they can combine to fight the Seamen's Union, ought to be able to combine to maintain fair freights. If they cannot, the fault is their own, indicating a lack of confidence in each other, and they must suffer for their own faults.

A NATIONAL NEED.

On more than one occasion attention has been called in our columns to the necessity, in the interests of life and property, for establishing prompt communication between the shore and the lighthouses or lightships. As to the pressing need for this, shipowners and seamen are happily united, and the recent wrecks on the English coasts have served to attract so much public attention to the matter, that it may be hoped the time is not far off when something practical will be done. Meanwhile Mr. Edward Hobbs, of Ramsgate, who has taken a prominent part in promoting petitions and meetings having for their object the saving of life at sea, under date Dec. 28, writes to us:—The loss of the *Enterkin* is another direct

proof of the great need of electric cables between our lightships, lighthouses, and the shore. I understand that she went ashore about five o'clock on Saturday afternoon. Rockets were fired, and answered by the Galloper Light's-men. At eight o'clock seven men were on their lifeboat, which was bottom upwards, but only two were taken off and carried to Antwerp on Sunday at noon, nineteen hours after she struck the Sand to the knowledge of Englishmen on the Light, and one poor fellow was taken on board the *Briton's Pride*, smack, about daylight and brought to Ramsgate. I felt duty bound to write to Harwich also to the captain for facts to prove my argument, which is, that if there had been a cable near to convey the awful news of a large ship and all hands in danger on the Sand, assistance might have been rendered in a few hours. Captain Glover, of Harwich, said in reply that in less than three hours the lifeboat and tug could have been there. Two noble lifeboat men of Ramsgate declared to me that in less than three hours they could have been there in the moonlight, and no doubt would have picked up most of the thirty-one of a crew with their life-belts on. Captain Glover also said that it would be a great blessing if there was a cable from the Gunfleet Lighthouse to Walton or Clacton. Why not in a few weeks? asks Mr. Hobbs, who adds: We are promoting town meetings at Margate and Ramsgate, and a general petition—or, I hope it will be a national one—for the immediate construction of cables between the lightships and lighthouses around the coast of the United Kingdom, to save life and property. Mr. Hobbs hopes that "every Englishman will do his duty like Nelson, and help to obtain the much required connections."

This hope we sincerely share, and one way of getting it realised is to have resolutions in favour of this most laudable project passed at meetings of seafaring men in the various ports. Such an unanimous expression of opinion on the part of the people most concerned would greatly strengthen the hands of members of Parliament and others who are asking for the same thing. It is purely a question of money, and the President of the Board of Trade has said that the funds must come from the Chancellor of the Exchequer. As the Chancellor of the Exchequer is always inundated with all manner of demands for money, only such demands as are backed up by a strong and general expression of public opinion are likely to be favourably considered. It is therefore for seafaring folk and their friends, who are most vitally concerned in this matter, to let the public see that they are emphatically and unanimously anxious for the proposed boon, whereupon public opinion generally may be expected to endorse the demand, always provided that the subject be sufficiently ventilated by means of platform and Press. People who want anything nowadays from the national purse must not only adopt the tactics of the importunate widow, but make a great deal of noise. It is not so much to the deserving as to the clamorous, that Governments are sympathetic. Not only should seamen clamour for the communication proposed, but for a national life saving service, such as the United States have. The Lifeboat Institution has done good work, but it is only supported by voluntary contributions, and its work is too important to be left to anything so fitful as public generosity.

**ASSOCIATED
SHIPWRIGHTS' SOCIETY.**

NOTICE TO MEMBERS.

Members of the above Society are recommended to buy and read **SEAFARING**. Members are requested to give their orders to the representative appointed by their Branch as agent, and the agent must forward the number they require not later than Tuesday in each week, to our Registered Office, 3, St. Nicholas Buildings, Newcastle-on-Tyne.

ALEX. WILKIE, Gen. Sec.

**ASSOCIATED SHIPWRIGHTS'
SOCIETY.**

From the Devonport Branch we are glad to hear that the members there are greatly pleased with **SEAFARING**. They "hope that it will devote more space to shipwrights' grievances." As the demand for the paper increases among the shipwrights there is no doubt that this hope will be realised.

A conference of all the Branches in the Wear shipping industry connected with the Conciliation Board was held on Saturday, at the Lambton Arms, Crowtree-road, Sunderland. Mr. Thomas Hazard presided, and representatives were present from the shipwrights, joiners, blacksmiths, painters, and drillers. The proceedings, which began at 10 o'clock, lasted for three hours, and were conducted in strict privacy. At the finish a press representative was informed that the representatives had discussed the eight hours question in all its bearings, and had unanimously adopted a scheme of their own, which they will submit to the men for approval or otherwise. A mass meeting of the men is to be held for that purpose in the first or second week in January, and should they accept the scheme it will be forwarded to the Conciliation Board in due course. The representatives declined to divulge particulars of their counter proposals, but they believe them to be preferable to those of Mr. Short, and more advantageous to the men.

On Christmas Eve, the Hebburn Branch of the Society held their annual supper in the Ellison House Hotel. The chair was occupied by Mr. Jas. Hodge, president of the Branch, supported by Mr. J. Turner, as vice-chairman. A large number of the members and their friends took part in the enjoyments of the evening, and did ample justice to the good things provided by the worthy hostess, Mrs. Hall. After the removal of the cloth, the chairman proposed, "The Trade and Commerce of the Tyne," which was very ably responded to by Mr. A. Ryrie. The next toast was "The firm of Messrs. R. & W. Hawthorn, Leslie & Co., shipbuilders," which was replied to by Mr. A. Robson, foreman shipwright, on

behalf of that firm. Several songs were given by Messrs. J. Taylor, G. Hutchinson, and T. Ramsay. "Messrs. Robt. Stevenson & Co." was the next toast proposed, responded to by Mr. T. Sloan, foreman to that firm. The chairman then proposed "The Associated Shipwrights' Society," which was ably responded to by Mr. A. Wilkie, the energetic general secretary, who, in the course of his address, said that the Association had passed a resolution to take all the apprentices into the Union as half members, and to offer prizes to those who attended science and art classes. "The Tyne District Shipwrights" was the toast next proposed, and was responded to by Mr. J. Heslop, delegate for the north-east coast. Some more songs were contributed by Messrs. G. Hall, A. Wallace, J. Morris, J. Munro, and J. Turner. Mr. Wilkie then proposed the health of Mr. A. Ryrie, which was enthusiastically received by the company, and suitably acknowledged by that gentleman. The usual votes of thanks and the singing of "Auld Lang Syne" brought a very enjoyable evening to a close.

The following is the letter we referred to last week as having received:—"To the Editor of **SEAFARING**.—Sir,—Would you kindly allow me to correct an error which appeared in your issue of Dec. 19, under the heading of **Associated Shipwrights' Society**. The secretary of the Portsmouth Branch is reported as having written, 'That on Dec. 8 a meeting was held at Portsmouth by the Ship Constructive Association for the purpose of considering the proposed assimilation scheme of the **Associated Shipwrights' Society**, and that it was decided to assimilate with us, also that the Devonport Branch of the Ship Constructive Association had assimilated with the **Associated Society**.' Now, Sir, I am sure, from my personal knowledge of the secretary of the Portsmouth Branch, that he would not wilfully mislead your readers, but I must point out that both of those statements are incorrect. It is true that a meeting was held on the date named, but the Portsmouth Branch of the S.C.A. has no power, neither have they the inclination, to assimilate without the consent of the other Branches at the various dockyards, and up to the present moment have not proposed such a thing. Those remarks apply equally to the Devonport Branch, with the exception of the date of the meeting, which took place on Oct. 26, and at which the whole of the Executive and Committee of the A.S.S. were present, and where the following resolution was unanimously passed:—'That this meeting is of opinion that it is desirable to do all in their power to strengthen the A.S.S., but at the same time pledge ourselves to maintain the connection with the S.C.A. until the next conference. Now, Sir, in passing this resolution, and also the one passed by the Portsmouth Branch on Dec. 8, the S.C.A. is simply loyally carrying out their part of the agreement entered into with the A.S.S., at the conference held in London on Feb. 18, 19, and 20 last, at which the following resolution was unanimously passed:—'That the representatives at this Conference agree to use their best endeavours to cement our trade together as a whole; and with this object in view urges associated members to retain connection with the Ship Constructive Association.'

And in like manner urges

Constructive members to join the Associated, to secure mutual assistance, and that steps be at once taken to form joint committees, so that all could act in unison.' Now, Sir, the spirit of these resolutions is plainly that as many members as possible of the S.C.A. shall be induced to the A.S.S., and that the members of the A.S.S. shall retain their connection with the S.C.A., purely for dockyard work. I am pleased to say that this agreement is being carried out at Devonport in the main, but there are a few individuals who have joined the Associated, and who have been so mean as to break their word and sever their connection with the Association, which has been the means of putting from 1s. to 3s. per week in their pockets. But, nevertheless, we shall continue to work for all hands in the future, the same as we have done in the past, and in so doing we hope to have the active assistance of the A.S.S. At the same time, I feel sure that our S.C.A., with its 3,000 members in the Royal dockyards, is in a good position to remove some of the grievances under which the men undoubtedly suffer, and as I said before, with the assistance of the A.S.S., let us hope that the New Year will find us one and all employed in the common object of endeavouring to improve the material, social, and intellectual welfare of the members of our trade. Thanking you, Sir, in anticipation for the insertion of this letter, which I feel has trespassed very much on your valuable space—I remain, yours truly, W. WELSFORD, Sec. S.C.A., Devonport Branch, Dec. 21, 1891."

On this subject we have received the following:—"Sir.—Seeing in this week's **SEAFARING** that Mr. Welsford, secretary of the Ship Constructive Association at Devonport, has sent you a lengthy letter for insertion in **SEAFARING**, explaining its relations with the **Associated Shipwrights**, I think I can explain what their relations ought to have been long before this. They pledged themselves to a man at a mass meeting more than three months ago to assimilate with the **Associated Shipwrights**. I think the best explanation Mr. Welsford could give in reference to his relations with the **Associated Shipwrights** would be when he thinks their time will be to assimilate with his fellow workmen throughout the United Kingdom and help the true cause of Trades Unionism. What we want is for Mr. Welsford to put his promises into practice."—FROM A PLYMOUTH ASSOCIATED SHIPWRIGHT.

Admiralty officials and other gentlemen in authority, who may be at a loss to understand the difficulty in obtaining skilled shipwrights for the navy, will find some explanation of the mystery in the following letter, signed by the whole carpenters' staff aboard one of Her Majesty's ships at present in the Mediterranean:—

The worst complaint is the sort of work performed by us as skilled shipwrights. You would fancy we were navvies, for one half of the day, and sometimes all day, we do nothing but carry gear about and wait on everybody from a second-class stoker upwards, and the one who ought (in the interests of his trade) to look after us, and see that his staff was not imposed upon, is bullying and driving us about like so many dogs, especially if there are any officers or men standing near, and he will endeavour to make a laughing stock of us for everybody. The consequence of doing all this navvying is we have to do our own work in the evenings, and on the make-and-mend clothes days. If the bluejackets or, in fact, anybody have been

using anything that belongs to the carpenters, such as planks for stages, iron gratings, spars, etc., the shipwright's will be piped to stow away, etc., sometimes just as you are cleaned for divisions on Sunday. An instance happened the other day, when stores were being drawn. The carpenter's and boatswain's stores were drawn together, and as soon as the boat came alongside the shipwrights were ordered to pass up the stores. The boatswain's stores were passed up first, much to the delight of the bluejackets and the boatswain, who walked theirs off and left us to get our own out as best we could. Then, as regards messes, we are all divided among the bluejackets' messes, which is not very comfortable for our people at all, for whenever the watch is piped to clean men's deck, we are not allowed to go and help clean the mess, only when the carpenter chooses to let us. That naturally gets us disliked, not only by our messmates, but by the first lieutenant, so when one of us is cook of the mess, and is unable to be there to see the mess traps, tubs, etc., cleaned, they are left dirty; consequently, when the first lieutenant goes his rounds, he finds fault with the mess, asks who is the cook (a shipwright, of course), puts him in the report, and makes him take the mess traps on the quarter-deck at one bell (12.30) in the dinner-hour, which is very degrading to skilled and leading shipwrights as petty officers. When we are taken before the commander the carpenter will not stand by us one bit, as he ought to, but will do all he can against us. We are treated more like criminals or Siberian convicts than skilled English mechanics. Then as to leave, if the signal is made for leave (which is nearly every day in harbour) we are given to understand that it never means shipwrights, while everybody else in the watch may go. Even when we may go, which is on Sundays, we are only allowed to go in one watch, as we have to work in two watches not only for our leave, but everything else that is to our disadvantage. We have been on the quarter-deck and seen the commander about it, but the carpenter has been and seen him previously to us, and it has all been settled beforehand. There are twelve of us in our staff—two carpenters' mates, four leading shipwrights, and six skilled shipwrights—and five of us have made up our minds (as we are single) to try and purchase our discharge. The others being married and in their second term must, perchance, put up with it.

The complaint exposes a state of things most discreditable and even dangerous to the Navy, and especially discreditable to the carpenter alluded to, who ought certainly to stand loyally by his own crew, and see that they get fair play. If he is to do his duty he must have the confidence and cheerful co-operation of his crew, whose loyalty he cannot expect if he is not loyal to them. The carpenter is, therefore, unwise in his own interests, as well as in the interests of the service, which, to attract good men as petty officers, must treat them with more consideration.

The members of the Jarrow-on-Tyne Branch of the Shipwrights' Society held their first annual tea, concert, and *soirée* in the Drill Hall, on Friday evening. The hall had been decorated for the occasion with an array of bunting, and over the platform was the beautiful banner of the Branch, bearing representations peculiar to the trade, and the motto, "We are as one." On the reverse side, the various divisions of the benefits accruing from membership of the Society were set forth and illustrated, namely, the sickness, accident, unemployed, tool compensation, and superannuation funds, also a trade conference, and the lifeboat on its mission of mercy. About two hundred sat down to tea at half-past six, the repast being purveyed by Mrs. Tuthill. The concert commenced an hour later. Mr. A. Wilkie, general secretary, presided, and was supported by Messrs. Cameron, treasurer; Innes, secretary; and Hislop, district delegate. In course of an address,

the chairman commented upon the advantages of such a social gathering as they were holding that night. Trades Unionism, he said, was simply an insurance of labour, and the object was to arrange differences between capital and labour by means of conferences instead of by mere force. Their Society had done a great deal towards that end, as was shown in the fact that they had had no dispute of any length since the entire organisation was reconstituted from local societies (Applause.) During the last ten years £317 had been spent in disputes. In regard to finances, he said that for the first three-quarters of the present year there had been a gain of £5,164 as compared with £4,461 10s. 6d. for the corresponding three-quarters of the previous year. He urged the members to get more direct Parliamentary representation. After referring to the question of demarcation of work, he said they, as workmen, would require to maintain their Unions until some better method, some higher principle of co-operation was introduced, whereby all workers should share the benefits of their labour. (Applause.) An excellent and varied programme of music, vocal and instrumental, and solo dancing was contributed by Messrs. J. T. Hardie, J. Birbeck, the band, Kennington, Innes, Crispin, Burns, Phillips, Thornton, and Miss Wallace. Mr. T. Short provided efficient accompaniments. The concert concluded with a vote of thanks to the committee, proposed by the chairman, and a similar acknowledgment to the chairman, proposed by Mr. Innes, seconded by Mr. Cameron. "For he's a Jolly Good Fellow," was sung by the company in honour of Mr. Wilkie. "Auld Lang Syne" was sung as a *finale*. The dance commenced at eleven o'clock, the music being provided by Messrs. Short, English, Maughan, and Hickman. The *soirée* was variegated with songs and a few games.

NAUTICAL NEWS.

ACCORDING to a telegram from Lloyd's agent at Baltimore the report of the loss of an Atlantic steamer in mid-ocean is without foundation.

AT the Cardiff Police Court, Dec. 30, Captain Maclean, late master of the steamer *Duke of Portland*, was fined £50 for overloading that vessel at this port on Oct. 28 last.

THE remains of the 180 British sailors who, during the Crimean War, died and were buried at Beicos, on the Upper Bosphorus, were yesterday disinterred and removed to the cemetery at Scutari.

A REPORT dated Santos, Dec. 3, says:—Fever is spreading rapidly amongst the vessels in port. The port is entirely blocked, and sailing vessels are lying here four to five months before being able to discharge their cargoes.

THE steam schooner *Anna M'Gee*, which had been engaged to proceed to the Island of Anticosti, to take off the crew of the wrecked Norwegian barque *Anna*, and bring them to Quebec, has successfully accomplished her mission.

A NEW 20-knot cruiser of the Apollo class will be added to the effective strength of the Navy next month by the completion for foreign service of the *Thetis*, which has been built at Glasgow. Her engines are 9,000-horse-power.

ALLEGATIONS of inhumanity made against Captain Doughty, of Whitby, master of the British ship *Mooltan*, in neglecting to save the life of a seaman who fell overboard, have been investigated by the Melbourne Marine Court, who exonerated Captain Doughty from all blame.

IT is stated that the Amalgamated Society of Watermen and Lightermen of the River Thames have abandoned their intention of introducing as a private Bill, next Session, the Bill, of which they gave official notice last month, to amend the constitution of the Watermen's Company, and to provide for the remuneration of members of the Court and for the payment of their expenses.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

Quite a rush of shipping arrived for the last week of the year, and the week's business has scored a fine record for the closing returns of the year. On looking back on last year's work of this district, the members must feel satisfied that in spite of all the intrigues of the enemy the Seamen's Union enters 1892 unshaken, with the same firm determination to battle for the release of England's slaves, the freedom of her sailors. I am pleased that the members have shown their appreciation of their officials by re-electing them all to their several stations, and although evil-disposed persons have attempted to set one officer against another, we are glad to find Messrs. Fowler, Mercer, and Donovan with their staff drawing out a programme for future work.

At the usual weekly meeting of the Green's Home Branch, on Tuesday evening, Dec. 29, Mr. P. H. Curtis in the chair, new members were elected, weekly cash account approved of, and correspondence read from National Telephone Company, Tower Hill, South Shields, Newcastle, Hull, head office, Federated Trades, Barry, and Mr. Sharman (solicitor), the latter writing regarding a member named Berwick, who had made a false statement of facts in order to obtain compensation from an engineer for keeping his discharge 14 days, and then refusing him employment, the facts being that Berwick did not show up at the time appointed for signing, and the engineer at the last moment offered to allow Berwick to sign on, but he refused. Mr. Crickmore spoke very strongly upon the conduct of members who, in order to get their cases taken up, deceived the secretaries and solicitors by making false claims, thereby not only doing an injustice to others, but running the Union into needless expense. It was moved by Messrs. Crickmore and Griffiths, that any member wilfully deceiving the Union in order to obtain legal aid be suspended from benefit for 12 months, and the same to be forwarded to the Executive for their consideration; carried. The appeal on behalf of the widows and orphans of the crew lost in the s.s. *Prince Soltykoff* was ordered to be posted in the office. The officers for the next six months were elected as follows:—President, W. F. Whitehead; secretary, A. Mercer; delegates, A. Palmer and P. Power; treasurer, contested, J. Hickley (elected), 49, H. Alley, 32; vice-president, contested, J. Steel (elected), 47, J. Griffiths, 29, G. Hambley, 24; committee, O. H. Curtis, J. Weller, J. Hicks, G. Brown, F. Harwood, E. T. Taylor, H. Ferry, J. Berry, J. Thorpe, J. Beattie, J. Crisp, T. Byrne, J. Barber, T. Harwood, J. Griffiths, R. Crickmore, G. Hambley, T. Hill. Votes of thanks were accorded to Mr. O. H. Curtis for his services as president for the last year, and to Mr. J. Hickey for the able way he had protected the Branch funds for the last eighteen months. On the motion of Messrs. Hill and Doman, a vote of sympathy was extended to Mr. W. F. Whitehead, having broken his leg on board ship at the Albert Docks, the Branch wishing him a speedy recovery. The secretary mentioned that he hoped to start the new year with about 100 new members in connection with the Sick and Burial Fund, and advised all members not already in any sick society to join at once. The meeting adjourned at 9.30 p.m.

No reports from Tower-hill or Tidal Basin received up to the time of going to press.

MERSEY DISTRICT.

The weekly meeting of the Bootle Branch was held Tuesday evening last, Dec. 29, Mr. Nicholson in the chair. The usual routine was first gone through and the balance-sheet for week ending Dec. 26 passed. This being the last meeting of 1891 the deciding of who should hold official positions for the next six months was proceeded with. The following are the officials elected: President, Mr. Hugh Taylor; vice-president, Mr. Edward Pritchard; secretary, Mr. Thos. Connolly; delegates, Messrs. Chas. Ham and Matthew Murphy; treasurer, Mr. John Turkington; trustees, Messrs. Anderson, Winterburn and Parkin. A circular from the Liverpool Trades Council was then read, and it was decided to ask the Executive Council at its next sitting to grant some monetary assistance to the West Bromwich Glass Workers, on whose behalf the circular appeared, and who have been locked out for the last twenty-three weeks on account of resisting an unjust imposition sought to be placed on them by their employers. A donation

to the treasurer and trustees was passed, providing the permission of the Executive be obtained. It was also decided to engage a chartered accountant to audit the accounts of the past quarter. Mr. Connerty wished the members and the Union every prosperity during the new year; Mr. Nicholson seconded the proposal, saying he thought that the new year would bring about an altered state of things for Unionism in Liverpool and Bootle; as now that all classes connected with the shipping industry were federated non-Unionists and men in arrears would get a very poor chance. Every sailor, fireman, dock labourer, coal-heaver, carter, and every other manual labourer who gets his living by shipping would have to carry a ticket, which is liable to be demanded from him at any time, the meaning of the ticket being to prevent scabs and non-Unionists from getting employment, and thus taking the bread out of the mouth of the genuine working man. Mr. Nicholson further urged the members to demand this ticket on every possible occasion, and so weed out this scum, who hold out their hands for the benefits which honest men have earned for them, and yet think it too much to pay sixpence a week so as to retain those benefits. After a vote of thanks to the chairman, the meeting adjourned.

All members who have not got one of the new tickets will please call at the Branch, and they will be supplied.

GLASGOW BRANCH.

At the weekly meeting in Templars' Hall, 20, Bishop-street, on Monday, Dec. 28, Bro. J. McDonald presiding, minutes of the previous general meeting were moved for adoption. After some commenting Bro. Wright moved that in future the presiding member's name be always inserted in SEAFARING; seconded by Bro. McInnes, and minutes carried. Committee minutes were next read, and on the motion of Bro. Wright, seconded by Bro. Cartwright, after a few remarks, were also carried. The balance-sheet for the week ending Dec. 19 was read, and after some commenting by Bro. Innes on a separate balance account being kept for the south office, the secretary intimated that he was glad to hear matters like this cropping up, as it was a healthy sign that the Branch was not degenerating, and that it showed a friendly rivalry betwixt the members on the north and south side of the river for premiership in keeping their subscriptions paid up to date, but on no account could there be two balance-sheets made out, as two different balance-sheets meant two different branches. Bro. McInnes moved that the usual mode of procedure be continued, and that anyone desiring information regarding the drawings in either office be supplied with the same by applying to the officials in charge; seconded by Bro. Bryson, and carried. Balance-sheet was now accepted, and correspondence was read from the auditors, from the Govan United Labour Council, and others, and accepted. Silver medals were presented to Bros. George Cartwright and James Reid for services rendered by them to the Union, which were accepted by them in a way satisfactory to the members. (Bro. John McLean had been presented with another during the week, it being anticipated he would be at sea before meeting night.) Several questions were asked by Bro. McLean in reference to loans granted by the Branch to various parties. The secretary was instructed to make inquiry and report at next meeting. A warm discussion ensued in connection with other Branches sending to us for men with Federation tickets, and it was agreed that in future we do not entertain them. This closed a good business meeting.

Members who have paid the Plimsoll levy in full for week ending Dec. 26:—William Morrow, fireman; A. McKenney, fireman; John McKinnon, A.B.; Antonio Johnstone, A.B.; J. M. Primrose, A.B.; A. McKinnon, A.B.; William Ferriss, trimmer; Neil McAuley, A.B.; Alex. Drummond, fireman; Donald McLellan, A.B.; Terrance McGlone, fireman; Hugh Dow, A.B.; Thomas Conway, fireman; Charles Wright, fireman; William Gibson, A.B.; David Crawford, fireman; John Fleming, fireman; John Baxter, A.B.; John McLaren, A.B.; Joseph Cowan, fireman; John McLeod, A.B.; A. McFarlane, A.B.; John Coston, A.B.; Patrick Kieran, fireman; Alex. Farquhar, A.B.; Hugh Quinn, A.B.; Con. Douglas, fireman; Peter O'Neill, A.B.; James Boyd, A.B.; Neil Anderson, A.B.; George Winter, fireman.

CARDIFF BRANCH.

At the weekly meeting on Monday, Mr. Stocker occupying the chair, minutes and financial statement were passed, and the meeting proceeded to appoint a committee to carry out the arrangements for the forthcoming church parade, which will be held on Sunday, Jan. 3, in aid of the widows and orphans of the s.s. *Prince Soltykoff*. The next

business was the election of officers for the next half-year, for which three scrutineers were appointed to count the votes for the delegates. This resulted in the re-election of H. Atkins and E. Hollick, and A. Yarwood in the place of George Denning. The other officials elected were: President, C. Caldon; vice-president, J. Evans; secretary, F. Wilson; committee, Bros. Bush, Hall, Donaldson, Caldon, Stocker, Nelson, Blake, Evans, Berdyle, Campbell, Bayes, and Mulcoy; Trades Council representatives, J. Gardner and Caldon. After the election of officers, the rest of the evening was spent in discussing matters relating to the above-mentioned church parade. Special invites were instructed to be sent to other labour Unions to take part in the above; also to the Mayor of Cardiff. A meeting was arranged for Tuesday night to decide what route shall be taken. After various other suggestions and discussion, the meeting adjourned.

GREENOCK BRANCH.

At the usual business meeting, Dec. 22, there was a good attendance. Minutes, correspondence, and other matters were disposed of, after which the meeting discussed at considerable length several new bye-laws for the better guidance of the members, all of which were unanimously adopted. A resolution was carried unanimously, to be forwarded to the Executive Council for consideration, to the effect "that the Council are requested to devise if possible some measures for the prevention of Union men signing articles which includes a clause for paying off in 'loading port' instead of 'final port of discharge'." The following office-bearers were elected for the ensuing six months:—President, Archd. Buchanan; treasurer, Councillor Mitchell, secretary, G. W. McNaught; trustees, Councillor Mitchell and John McMillan; and 12 of a committee. A special appeal was made to the members to subscribe the Plimsoll levy before the close of the year. The meeting was concluded by the secretary addressing the members on the tactics of the Shipping Federation.

[As SEAFARING was published last week a day earlier than usual in consequence of Christmas, this report did not arrive in time for our last issue.]

BRISTOL BRANCH.

The following is the report and balance-sheet of the s.s. *Wolverton Widow and Orphan Fund Committee*:—Fellow workers and friends,—We hereby tender you our hearty thanks for the noble manner in which you have responded to our appeal. The result of your so doing enables us to disburse the sum of £111 among the sufferers of this much regretted calamity. The total sum raised was £118 16s. 4d. Expenses £6 18s., leaving 18s. 4d. to pay for this report and any item incurred in disbursement. We feel you will be gratified to know the sum enables us to allot to those widows with children £13 each, and £3 for each child, and to the two mothers £12 and £8 respectively. In conclusion, we desire to return those friends who assisted us by collecting, and the Bristol City Band, Hall of Freedom, Loyal Order of St. George and Brooklyn, our sincere thanks for their noble efforts at our church parade and otherwise. Knowing it must have been a self-denying work to devote their energy and time to do so.

For report of a meeting held here see page 4.

WEST HARTLEPOOL BRANCH.

The last meeting of the quarter for the election of officers and other business was held Dec. 22, Bro. Payne in the chair. The election of officers resulted as follows:—Secretary, J. Leahy; outside delegate, G. Randall; treasurer, T. Relton; trustees, Messrs. Payne, Peart, and Carling; chairman, J. Smith, vice-chairman, A. Owen; members of committee, Bros. G. Mills, Croft, Lighton, Brown, Barton, Pearson, O'Neill, Reach, Shaw, Burroughs, Bradford, and Anderson.

GOOLE BRANCH.

This Branch suffered greatly during last week from the fog, which entirely stopped ships from getting up. The first to arrive was the *Gotha*, s. on Christmas Day, having been six days in the river. Nothing more arrived until Sunday, when the steamers *Puratos* and *Caroline* arrived from London. But the fog having cleared away, we are once more in working order. I would strongly advise all members out of employment to keep clear of Goole, as in the winter-time it is the worst port in the kingdom for getting work.

The lightermen of the Aire and Calder Navigation are now out on strike for an increase of 5 per cent. There are about three dozen men affected in Goole. The men are members of the D. W. R. and G. L. Union, and will be supported by that Union.

Our usual meeting was held on Tuesday night, and although the weather was unfavourable, the meeting was well attended. The usual Branch business having been done, the members went through some of the new rules, and discussed the same. The Branch secretary having addressed the members, votes of thanks were given to the chairman and retiring officers. It was decided not to open the ballot-box until Wednesday evening, in consequence of several members having been unable to vote, their ships being detained by the fog. Cheers having been given for Mr. Plimsoll and Mr. J. H. Wilson, the last meeting of the year was brought to a close by the chairman (Mr. James Gunn) wishing every one a happy and prosperous New Year.

BO'NESS BRANCH.

At the usual weekly meeting, held Dec. 28, the balance-sheet for last quarter was examined, and gave great satisfaction, all the members present being highly pleased with the bright and cheering prospects of the Union. After correspondence was read and commented on, the following officers were elected unanimously:—President, Mr. Ed. Edmonds; committee, R. Orr, T. Spowart, J. Chapman, W. Waldie, A. Elder, R. Gilmour, W. Smillie, P. Biston, T. Thompson, John Ramsay.

NEWCASTLE-ON-TYNE BRANCH.

At a general meeting, J. Maskey in the chair, the election of officers had to be postponed in consequence of the small attendance of members, there not being a quorum. It was decided that a meeting be held on Friday, Jan. 18, at 7 p.m., which all members are earnestly requested to attend, as it is important.

SOUTH SHIELDS BRANCH.

At the general meeting, Dec. 28, the president in the chair, there was a good attendance. Minutes, weekly balance-sheet, and bills for the week, were submitted and passed, and correspondence was read from head office in reference to a shipwreck claim. A complaint was made against one of the crew of the s.s. *Lindisfarne*, who had missed his passage. He was severely censured for his conduct, and was told that if it happened again he would be fined. This Branch recommends men when on the point of sailing to tell the master that he can have men from our waiting room at any time, so they need not go short-handed. The chairman stated that the ballot box was closed. After two scrutineers had been appointed, and arrangements had been made for counting the ballot papers, the candidate retired while the counting was going on, and when called in the vice-president declared that all the old officials were re-elected, which seemed to give satisfaction to the meeting. The doctor, solicitor, trustee, and treasurer being all re-elected, a committee of thirty-six were elected. The question of a member in the sick fund was brought up, and a letter read wishing to know why he was not allowed to pay his sick fund up. On examining his discharges, it was found that he had been three times in England, and had not paid his contributions, and he was forty weeks in arrear. This was a question for members of the sick fund. They decided that the matter be not entertained, and that the secretary write accordingly. There were 15 new members during the week. Things are going along merrily as a marriage bell. Mr. E. Cathery, the organising delegate, has been here, and we had a good meeting in our hall, and two in the market place, at which he has been well received. On Wednesday night our social gathering was a great success. It has proved one of our best plans. Owing to the shopkeepers' half-holiday, the wives and children enjoyed themselves up to the mark, and Neptune was with us and gave us a new song of his own composing. He has another two songs for our annual tea, concert, and dance on Jan. 5. All tickets must be sold by Monday, Jan. 4. A good programme has been drawn up, and it is expected to be a success, especially as it is for the Widows' and Orphans' Fund of this Branch.

SUNDERLAND BRANCH.

At the weekly meeting, Dec. 28, Mr. J. B. Lee in the chair, the secretary read letters from the head office. Mr. Lonsdale stated that an old and tried member of the Union, James Marshall, had passed away since last meeting, and every member of the Branch know him as a good Union man. Mr. J. W. Priest moved, and Mr. J. G. Budd seconded, that this Branch sympathises with the widow of James

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Marshall in her bereavement. It was also decided to pay the death claim of £4 under the new rule. The meeting then proceeded to wind up the ballot for the election of officers for the next six months. The results of the election were as follows:—Mr. George Dunn elected president; Mr. J. Smith, vice-president; Mr. Thomas Summerbell, treasurer; Mr. W. C. Lonsdale, secretary; Mr. J. Henderson, delegate; Messrs. Walter Liliandale, James Brown, and David Bell, trustees of the Branch; M. F. Hines and H. Smith, auditors; and a committee of twelve, with power to add to their number. Mr. E. Cathery, organiser, who was present, addressed the meeting, saying he hoped that the members would assist the officials in carrying out their duties and furthering the interests of the Branch.

HULL BRANCH.

At the usual Branch meeting, Dec. 18, Mr. T. Ward in the chair; after the adoption of minutes, the balance-sheet for the week was read and accepted, fourteen new members being enrolled. A long discussion took place in connection with the new monthly cards, most of the members speaking against them. On the motion of Mr. Chapman, seconded by Mr. C. Cooper, it was unanimously resolved "That the present monthly cards be abolished, and that the travelling cards be reintroduced in their place, the colour to be changed every year, and that all Branches be compelled to recognise the same;" this resolution to be sent to the Executive. A member named Walter Farnill stated that he was in arrears through being ill since last June, and was still unable through the same cause to follow his employment. After satisfactory proof, the secretary was directed to clear his card up to date.

Members who have paid Plimsoll levy in full up to Dec. 19:—F. Farquhar, C. Fredmier, J. Makley, H. Nicholson, E. Richardson, J. R. Jackson, A. Anderson, G. Rotham, W. J. Cook, J. Matson, J. P. Jacobson, C. Cheshire, C. Turner, J. Johnson, C. Jamieson, E. O'Connor, R. L. Johnson, J. Black, A. Anderson, T. Larder, H. Schrimmer, J. Dickhoff, A. Ulrich, S. Lawday, G. Pigott, C. Doida, J. Jackson, A. Campbell, J. T. Bridgewater, N. A. Hanson, A. Bird, J. Barker, M. Crawford, R. Steele.

LEITH BRANCH.

At the general meeting, Dec. 22, there was a good attendance, Bro. A. Robertson presiding. The usual routine business was transacted and correspondence read, after which a resolution was passed regarding Mr. Sprow's visit. The meeting was shortly afterwards brought to a close and the hall was opened to the general public. A public meeting was then held, Mr. Kennedy, organising secretary of the Dock Labourers' Union, being called to the chair, and there was a good attendance. Previous to the commencement of the meeting songs were sung by Mrs. Sprow, Mrs. Brown, and others. Mr. Kennedy was supported on the platform by Mr. Will Sprow, organiser of the Sailors' and Firemen's Union, and Mr. Brown, local secretary. After a few remarks Mr. Kennedy introduced Mr. Sprow to the meeting. Mr. Sprow on rising was received with loud applause, and in the course of a lengthy address referred to many interesting matters. After pointing out what good seamen had derived from the Union, he proceeded to deal with the Bills which were to be brought before Parliament. He referred first to the deck-leading of timber, as he believed in first doing something to prevent the loss of life at sea, and next to that would come the question of provisions, accommodation, etc. He related cases which had come under his own notice of vessels arriving in port with large deck-loads of timber. He referred to several other of the Bills, and concluded his speech by advising all who were not members to join the Union at once. The usual votes of thanks concluded the meeting.

On Wednesday evening, Dec. 23, Mr. Sprow addressed a meeting of dock labourers in the Labour Hall, when there was a large attendance, Mr. A. Purdie, president of the Edinburgh Trades Council, occupying the chair, and there were other members of the Trades Council present. During the week Mr. Sprow has addressed open-air meetings at the shipping office, having a good number of attentive listeners each time. There was to be another public meeting held on Wednesday, Dec. 30, in the Labour Hall, the report of which has not yet come to hand. The Branch wish all its members, wherever they are, likewise all kindred Branches, a happy and prosperous New Year.

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LONDONDERRY BRANCH.

At the weekly meeting, held in the Meeting Rooms, 99, Foyle-street, Mr. George Sweeney, president of the Branch, in the chair, the financial statement for the week ending Dec. 19 was considered very satisfactory; the minutes of general and committee meetings were adopted, and correspondence was accepted. The election of officers for the next six months was then proceeded with, the following being duly elected: President, Mr. George Sweeney; vice, Mr. R. Doherty; treasurer, Mr. M. Johnston; secretary, Mr. A. O'Hea; trustees, Messrs. Green and Humphreys; committee: firemen, Messrs. Farren, Sweeney, Villa, Hyndman, Bonner, and Gibbons; seamen, Messrs. McSherry, Ryan, McDaid, Hamilton, Malone, and McDermott; Trades Council delegates, Mr. A. O'Hea and Mr. R. Doherty. The chairman having thanked the members for their confidence in re-electing him, said he had much pleasure in calling on Mr. R. Donnelly, I.O.S., who had come all the way from Dublin to say a few words to them. Mr. Donnelly, who was well received, gave a very instructive address on the federation of trades, pointing out that combination is as essential among Unions as among individuals. Mr. Donnelly, after speaking one hour and ten minutes, sat down amid great applause. A vote of thanks was passed to Mr. Donnelly for his splendid address, which was suitably responded to, and the meeting adjourned.

ABERDEEN BRANCH.

At the weekly meeting, Dec. 21, Mr. R. Fraser, president, in the chair, there was a large turn out of members. Minutes and correspondence were disposed of, and avert the forthcoming Executive meeting several recommendations were sent on from the Branch. The election of office-bearers was next proceeded with. As the Monday following there was to be held a grand benefit concert and dance in aid of two members disabled, a full complement of officials and committee were appointed. The president remains in office, so does the secretary. It is very pleasing to be able to say that the future looks much more hopeful, and croakers are being disappointed. The Branch concluded by wishing all at home and abroad a prosperous 1892.

On Monday night a grand benefit concert and dance was held in the Northern Hall, George-street, under the auspices of the Aberdeen Branch. The entertainment was organised in aid of two disabled seamen who are members of the Union, and there was a good attendance. Baillie M'Kenzie occupied the chair, and accompanying him on the platform were Mr. J. C. Thompson, local secretary of the Sailors' and Firemen's Union; Mr. Gravells, Mr. P. Jack, Mr. Thomas Nicol, president of the Trades Council; Councillor Johnston, and Dr. Beveridge. Baillie M'Kenzie, in the course of his remarks, said it had been the rule of late years that one could not preside at such meetings without being expected to give some remarks. He hoped that custom would soon be changed, and that they should get back to the old times, when the chairman simply gave out the songs as they were to be sung. He might, however, be allowed to wish them all a merry Christmas, and, if not too premature, a very happy New Year. (Applause.) On such an occasion, he thought, they should throw all their cares and troubles and grievances aside. They should neither be Trades Unionists nor masters on such a night, but all should seek to pass a very happy evening together. As no doubt, they were all aware, the proceeds of the concert and dance were to be used on behalf of two members of the Sailors' and Firemen's Union who had met with unfortunate accidents. One, he understood, while checking a vessel, was hurt by the breaking of the wire rope; the other, while at his work firing a vessel, was struck by a bucket, which fell on him from above. Had either of these men been in his employment, or in the employment of anyone on land, he would have been entitled to compensation under the Scottish Employers' Liability Act; but, because they were seamen, they were entitled to no compensation. That was a fault in the Employers' Liability Act that he hoped would very soon be remedied. (Applause.) Shipowners ought to be made liable for compensation to their men just the same as people on shore. (Applause.) A very enjoyable programme of songs was then gone through, most of the singers being encouraged by the delighted audience. The following were the artistes:—Miss J. Frain, Miss M. Donald, Miss M. Thompson, Miss M. A. Sherry, Mr. A. Frain, Mr. J. Frain, Mr. W. Jack, and Mr. P. Meldrum, and Messrs. Burnett and Anderson. A special feature of the entertainment was the singing of schanty songs by a company of eight sailors at a ship's caps'n rigged up for the occasion. This very novel feature was a great success. After the concert

dancing was engaged in. Mrs. Allan played the accompaniments to the songs, and her quadrille band supplied the music at the ball.

[For report of a most important meeting held by this Branch see page 5].

DUNDEE BRANCH.

At the weekly meeting, Dec. 21, when the usual routine was gone through, a long discussion ensued as to the wages of the seamen engaged in the seal and whale fishing, but as no definite decision could be come to, it was decided to elect a committee to draw up a scale of wages, and after further nominations for officials, the meeting terminated.

A meeting of the committee above referred to was held Dec. 22, when the following scale was drawn up for the various grades employed in the seal and whale fishing:—

	Whale Oil	Seal Oil	Skin Money	Bone Money
Monthly Wages. £ s. d.	per ton.	per ton.	per ton.	per ton.
Spect'neer... 3 5 ... 7 0 ... 4 3 ... 10 6 ... 4 4				
Harpooner 3 0 ... 6 9 ... 4 0 ... 10 6 ... 4 4				
			Oil Money. s. d.	
Skee'man ... 3 5 ... 3 0 ... 5 0 ... 1 10			5 0 ... 1 10	
Bo'sun 3 5 ... 3 0 ... 5 0 ... 1 10				
Fireman ... 3 0 ... 3 0 ... 5 0 ... 1 10				
Bost steerer 2 15 ... 3 0 ... 5 0 ... 1 10				
Line mangr. 2 10 ... 2 0 ... 4 6 ... 1 0				
A.B.'s..... 2 5 ... 1 9 ... 4 0 ... 0 12				
O.S. 1 10 ... 1 0 ... 2 0 ... 0 6				
			Striking money for harpooners ... £1 1	
			Striking money for all other hands 0 5	

All grades to be paid the value of one ton of oil for every £30 of horns, hides, barter, etc., etc. All other grades not stated in the above scale to be increased in proportion.

At the weekly meeting of this Branch, Dec. 29, Mr. Y. McDonald presiding, the business of the meeting having been gone through, a letter was read from Mr. John Leng, M.P., to the effect that it would be convenient for him to meet the members on Monday first, when he would state his views generally on the Bills drafted by Mr. Wilson, and he wished to know if Monday night would be convenient for the members as well. The secretary was instructed to inform Mr. Leng that it will be convenient. It is hoped that all the members who are in the City will make their appearance at the Mariners' Hall that night. The election of office bearers was then proceeded with. There being three members nominated for chairman, the result of the voting was:—A. McDonald, fireman, 11; A. Y. McDonald, A.B., 18; James Jenkins, fireman, 2. A. Y. McDonald was, therefore, declared chairman for the ensuing six months. A vote was again taken for McDonald and Jenkins for vice-chairman, with the result that 18 voted for McDonald, and 6 for Jenkins. The secretary (C. W. Millar) was re-elected, treasurer (James Smith) re-elected, the following members being elected as committee:—A. Williams, George Hendry, John Hollero, James Petrie, David Deuchars, H. Kiddie, D. Fenton, E. Cantarge, J. Legget, A. Aiken, J. McLean, and J. Brown.

Anton Klein, donkey-engineer, has brought an action, in the Sheriff's Court here, against John Clark, master of the steamer *Straits of Magellan*, of Glasgow, for £10 5s. Pursuer stated that he joined the ship as donkeyman, and was to be paid at the rate of £5 per month, and 9d. per hour for overtime. He served on board the ship from April 18 till December 18, when he was discharged at Dundee. During that time he worked 421 hours overtime, and claimed £40 3s. 4d. as wages and £15 15s. 8d. for overtime—in all £55 19s. On account of the wages the defendant had advanced £25 14s., leaving £30 5s. due. The defendant admitted the account sued for, less 196 hours overtime, or 7 guineas, and contended that pursuer was charging overtime for meal-hours, which he was not entitled to. After hearing evidence the Sheriff gave decree for £2 2s. of the disputed claim, or £25 in all, with 25s. of expenses.

SOUTHAMPTON BRANCH.

At the weekly meeting, on Tuesday, after minutes and correspondence, etc., had been approved, the election of officers took place. The chairman, Bro. Glew, regretted that, owing to holiday time, the attendance was not large. There being no opposition to any office after three nomination nights, the following were duly elected: Thomas Chivers, secretary; Joseph William Chappel, outside delegate; Henry Lankford, chairman; Bro. Rawkins, vice-chair. Trade Council delegates, Bros. Gear, Lankford, and Chappel. Tankerville Chamberlayne, Esq., hon. Branch president; and

in conjunction with James Lemon, Esq., as trustee, H^rry Trapp, treasurer; and a committee of twelve. The question of a voluntary subscription for the shipwrecked crew of the R.M.s.s. *Moselle* was then brought on, as a letter had been received from a prominent local gentleman offering to subscribe £5 5s. towards the same, but as several gentlemen of the town are awaiting the result of the Board of Trade inquiry before starting one, it was decided to await events. The meeting closed at 9.45.

STOCKTON-ON-Tees BRANCH.

At the meeting summoned on Monday to elect officers for the ensuing six months, the following were appointed:—Bros. G. Potts, chair; Jas. Chivers, vice-chair; Edward Page, secretary; committee, G. Vickerson, Hy. Clasper, Thos. Tute, Alex. Clark, Ed. Caush, Jno. Popperwell, Wm. I'Anson, G. A. Wilson, Hy. Smithson, Thos. Johnson; auditors, Geo. Vickerson and G. A. Wilson. After the election complaints were made by members that no one had attended the ships in the Stockton district, whereby great inconvenience had been caused to the crews. It was therefore resolved that it was quite necessary that a resident secretary be elected, and that his wages and duties be left to the general secretary for consideration, and if necessary laid before the Executive for their approval. Many ships are now coming to Stockton, which were formerly in the Russian wheat trade, with iron ore, and we are all alive here. I may add that there are no men on the unemployed list, and good prospects for the coming year. The offices of the Union will, in future, be the front room over the bar at the Unicorn Hotel, Market-place, Stockton-on-Tees, where absent members' friends may pay contributions any time from 9 a.m. till 5 p.m. Bro. A. Clark made a suggestion which will be beneficial to members, respecting the new cards, that seeing the number of Societies and Unions to which we are federated, one side of the card would be sufficient for the name of member and Branch to which he belongs, and that on the reverse side, the names of the many Unions be printed, in order that we should have the same right to challenge as they have to challenge us.

WHO'S TO BLAME?

THE master of the *Hornesburg*, s, of West Hartlepool, has been held to blame for the loss of his ship off Fingrund. Certificate suspended for six months.

AN inquiry held at Greenwich into the stranding of the *Zenobia*, s, of London, has resulted in the master being held to blame, his certificate being suspended for six months.

When the Belfast-built ship *Rathdown*, of Dublin, Cardiff to San Francisco, was off Cape Clear, Oct. 31, during a fresh breeze, she was under all plain sail. The master had given orders to take in the royals, which was being done, when the ship gave a heavy lurch to leeward and carried away the fore-top mast and main-royal mast. The bobstay was also carried away, the bowsprit was started, the forward deckhouse was stove in, the deck started round the foremast, and one boat damaged. Three of the crew were on the royal yard furling the fore-royal, and were thrown into the sea. Two of them got on board again, but the third, named Alexander Fortune, A.B., a native of Antigua, was drowned. The ship put into Queenstown, and was brought to Belfast, where a Board of Trade inquiry has resulted in finding the casualty due to "a structural weakness in the fore-top mast," and nobody to blame.

ALLEGED WOUNDING AT SEA.—A coloured fireman, named James F. Waterman, was, at the Liverpool Police Court on Monday, before Mr. Stewart, stipendiary magistrate, charged with wounding Michael Carroll, on board the steamship *Craigton*, while the ship was on a voyage from Batoum for New York. Mr. Moss, who prosecuted, stated that the necessary witnesses had not yet arrived from New York, and it would be necessary to ask for a remand. The wounded man was in the hospital at New York still. The prisoner stated that a number of the men had set upon him and beaten him, and he complained to the master about the conduct of Carroll, but could get no redress. The captain had also put him in irons, and stopped 45s. of his money, and he had been in confinement since October. Mr. Stewart said this could not be helped, and they were not trying the case now. The prisoner was remanded for seven days.

SEAFARING DISASTERS.

Aikshan, reported by telegram from Antofagasta, dated Dec. 28, totally lost and part of crew landed there.

Carpathian.—Admiralty have telegraphed orders for H.M.S. *Melpomene* to proceed from Coquimbo to Islands of Juan Fernandez and Masa Fuera, in search of the 16 men and lifeboat missing from ship *Carpathian*.

Cuba, s.—Queenstown, Dec. 25.—*Cuba*, s, London for Philadelphia; seven days broken down; rudder-head gone; towed in.

Crefthead, s, Landish master, from Belfast for Whitehaven, stranded on Parton Beach during a dense fog, Dec. 25.

Eliza Jane, schooner, of Bridgwater, Harburg for Tyne, struck off Robin Hood's Bay and foundered; crew of five landed at Whitby in own boat, Dec. 26.

Elizabeth, s, smack, of Hull, sunk in collision, Dec. 25th, off Spurn in fog. Crew landed at Hull by steam trawler *Nyanza*.

Fairway, s, scuttled at Seville; on fire.

Grietzelina, Leith to Invergordon, foundered. Crew saved.

Germanic, s, Liverpool to New York, returned with crank-shaft broken, having transferred first class passengers and mails at Queenstown.

Hannah Ransom.—Yarmouth, Dec. 28.—*Hannah Ransom*, schooner, of and from Bridport for Sunderland, Wheeler, master, cargo shingle, struck on Caistor Patch last night; assisted off this morning by Caistor lifeboat men, and brought up undamaged.

Horage, s, had boatswain washed overboard by heavy sea.

Ingered, s, stranded near Hestholm; all on board, 20, saved.

Kaisow, barque, of London, Davies, from Valparaiso for Channel, foundered on Nov. 15, some 60 miles WSW of Valparaiso; the crew arrived at Tongy in the ship's lifeboat.

Lereoulx, s, with a mineral cargo, has been in collision with a Benholm vessel, inside Huelva bar; beached, full of water; crew saved.

Loch Urr, barque, from Talcahuano for Barrow, ashore north end of Walney.

Maggie, brigantine, of Dublin, foundered 10 miles from Kish Light, after collision with *Inistrathull*, s; crew (7) saved.

Morecombe Bay, barque, of London, boat's crew which went to pick up sailor who had fallen overboard did not regain ship, though vessel remained hoisted to 16 hours.

Ness.—The steamer *Columba*, of and from London, when coming down the Thames ran into and sank the barge *Ness*. The crew got on board the steamer and were landed at Southend.

Pilgrim, schooner, Carnarvon, arrived Douglas; deck cargo half washed away.

Providence, sloop, of Hull, found on Whitton Sands in Humber, bottom up.

Ptolemy, s, Santos to New York, put into Rio Janeiro; several of crew sick.

Riviere.—Bangor, Dec. 28.—The schooner *Riviere*, of Plymouth, from Dublin for Bangor, in ballast, struck something, supposed sunken wreck, incoming through the Sound yesterday, and was run ashore to prevent her sinking.

Salado ashore Port Talbot.

Sedgmore, s, Liverpool to Baltimore, ashore near latter place.

Tuskar, British steamer, Savannah for Bremen, cotton, ashore, Nieuwe Diep.

Topaz, s, Workington for Dundalk (rails), founded off Dundalk Bay, Dec. 28; crew saved, and landed at Greenore.

The *Josephine Troop*, of Glasgow, which sailed from the Clyde for San Francisco on May 1, 1891, with a cargo of coal, was spoken on May 18, in 26 N. 21 W, has not since been heard of.

Unitata, s, aground four miles from Madras, Dec. 25; heavy sea; compelled to abandon her on account of bad weather.

Warwickshire, barque, London for Mauritius, ashore off Ryde Harbour; crew landed by lifeboat; towed off Dec. 30 and proceeded to London, passing Deal Dec. 31.

William, s.—St. Pierre, Miq. (by cable received Dec. 29th).—*William*, s, ashore. She will be a total wreck.

THE failure of the Portsea Island Building Society has created quite a commotion among the officers and men of the Mediterranean fleet. The men have about £5,000 invested in the society, representing, in many cases, the savings of years.

LAST Tuesday an inquest was held on Frederick Swain, fireman of the Cardiff steamer *John Bright*, who was fatally stabbed in an affray at Millwall Docks, London. Two other Englishmen were also stabbed, whilst one was otherwise injured. Three Prussians, named Zamperlein, Krause and Shibord, of the German steamer *Liebenstein*, were arrested. The coroner's jury found a verdict of manslaughter against Zamperlein only.

AT Falkirk, last week, Stephen Snow Lavender, master of the sailing ship *Charles Davenport*, of the United States, was fined £10, including costs, for contravention of the Merchant Shipping Act by carrying, on a voyage from Brunswick, America, to Grangemouth, a quantity of square timber as deck cargo to the extent of 5,530 cubic feet. The agent explained the accused was an American, and had no knowledge that there were restrictions as to deck cargo.

KILLED ON A WARSHIP.—The troophip *Crocodile* left Port Said on Saturday for Bombay. Letters received from Malta report that 24 hours after leaving Portsmouth the *Crocodile* encountered a heavy gale. The storm lasted several hours, and with every sea the vessel shipped large quantities of water. The troops suffered considerably by being rolled about the ship, and so violent were the concussions that two men were killed and several injured.

CHARLES BROOMFIELD, a sailor, belonging to London, was charged at the Liverpool Police Court on Dec. 21, with stowing himself away on the steamer *Umbria* on the passage from New York. The chief officer said the practice was such a growing one that the Company must put it down. The stipendiary said the prisoner must go to gaol for seven days. The prisoner's request for a fine was refused. It transpired that on the voyage the prisoner had made a collection among the passengers, and raised about £3 in small sums with which to pay the fine.

"SEAFARING," FOR 1891,

Bound in Blue Cloth, Gold Lettered,

May be had at the Office, 150, Minories, London, E., for 9/6.

DUNDEE BRANCH.

THIRD ANNUAL FESTIVAL AND ASSEMBLY

Will be held in THISTLE HALL, on FRIDAY, 8TH JANUARY, 1892.

EX-BAILIE LOW WILL PRESIDE.

UNFURLING OF NEW BANNER. BY CAPTAIN WOOD.

Songs and Recitations will be given by a large company of Ladies and Gentlemen.

Highland and Characteristic Dances will be given by pupils of Messrs. McLeod & Grant.

DOORS OPEN AT 7 P.M. CHAIR TAKEN AT 7.30 P.M. Tickets for Festival: Adults, 1s.; Juveniles, 6d. Tickets for Assembly, 1s. 6d., to admit one gentleman and two ladies.

HEAVE AWAY AT 11 P.M.

Tickets to be had at Office, 48, Candle-lane.

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The Official Organ of the Trades Unions of New South Wales.

A Journal devoted to the interests of the Worker. Not made up of cuttings from other newspapers, but of original articles and paragraphs.

Gives expression to all varieties of opinion on social questions in its correspondence.

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SAILORS' AND FIREMEN'S UNION NOTICES.

MEMBERS ENROLLED.

WEEK ENDING DECEMBER 26, 1891.

In these lists, F means fireman, T trimmer.

AYR.—W. Larking, A B; A. W. Peterson, A B; W. Magrow, A B; F. Pira, A B; A. McDonald, A B; F. Nelson, steward; O. Cluness, A B; C. J. Johnson, A B; O. P. Olsen, A B; R. Logan, A B; T. A. Gerlungen, A B.

BRISTOL.—J. Krauser, A B; G. Hobbs, ERS; H. Pockett, ERS.

BURNTISLAND.—A. Peterson, A B; E. Swanson, A B; J. Wilson, A B.

BARREY.—J. Creighton, A B; J. Carran, F; J. Laurence, E S; J. Rossitter, A B; T. Fleming, F; J. Arthur, A B; W. A. Miller, F.

BIRKENHEAD.—F. Crozier, A B; A. Olsen, A B; T. Scott, A B.

BO'NESS.—J. Shipper, A B; J. McIlroy, d'man; C. Cramborn, T; J. Newham, O S; J. Murphy, A B; J. Hunter, steward; R. Smith, T; C. Griffen, A B.

BELFAST.—J. Lazarus, F.

BOOTLE.—J. Follett, A B; P. Rohan, T; D. Goss, F; S. Matthews, A B; N. Brown, F; R. Gentry, F; J. Bertie, F; H. Kelly, F; M. Gurrie, A B; H. White, boatswain; W. Horan, A B; A. Touzeau, A B; R. Jones, F.

CANIFF.—A. Johnson, A B; A. Svenson, A B; F. Vidler, A B; F. Blake, F; E. Eaberg, F; P. J. Warren, A B; J. F. Gumney, A B; J. Le Duller, A B; P. De Crois, A B; G. Howard, A B; A. Campbell, A B; H. Fredenhall, A B; F. Solmeyer, A B; N. Russell, A B.

DUNDEE.—J. Harris, A B; W. Smith, F.

DUBLIN.—C. Meehan, F; J. Gibbons, A B.

GRANGEMOUTH.—J. Mount, A B; R. Goodridge, T; S. Buntine, F; J. Sinclair, A B; J. White, A B.

GREENOCK.—T. Danielson, T; J. Laborna, F.

GREEN'S HOME.—R. Henry, F; J. Brown, F; W. Sterick, O S; H. Baker, O S; J. Brown, F; J. Gifford, A B.

GLASGOW.—T. McGregor, T; S. McGonigle, T; A. Millar, F; J. Hudson, A B; J. Johnstone, T; J. Bonner, T; J. Brown, T; E. Ferguson, T; F. McLeod, A B; R. Christie, A B.

KING'S LYNN.—H. J. Foreman, A B.

LIVERPOOL.—T. Weaver, A B; F. Rickards, F; A. Cook, A B.

LERWICK.—H. Hunter, O S.

NEWCASTLE.—R. Dryburgh, A B.

NORTH SHIELDS—A. Bergman, A B; E. Thorsen, A B; C. Lindholm, A B; B. Everett, A B; T. F. McKenzie, A B; F. R. Gard, F; H. Carroll, O S; W. Gastoy, cook; C. Jones, A B.

STOCKTON-ON-TEE.—B. Smilling, A B; D. Jennings, A B; H. Burroughs, A B; T. M. Smith, F; T. Elliott, F; T. Robinson, F.

SOUTH SHIELDS.—T. Gallagher, F; C. Freeman, A B; G. Falconbridge, A B; J. F. Ney; J. Russell, A B; T. Joyce, F; T. Sivertsen, F; T. Hudson, A B; W. Ahern, T; S. Angelo, E S; L. Edgerton, A B; C. Balls, A B; A. Nicholson, A B; T. Nicholson; J. Georgeson.

RECEIPTS AT HEAD OFFICE.

WEEK ENDING DECEMBER 26, 1891.

GENERAL FUND.

	£ s. d.
South Shields	.. .. 120 0 0
Hull "B"	.. .. 6 6 7
North Shields	.. .. 7 12 7
Newcastle..	.. .. 1 10 0
Liverpool..	.. .. 4 12 8
Glasgow ..	.. .. 24 7 6
Hull ..	.. .. 14 9 0
Ambleside ..	.. .. 11 0 0
Peterhead ..	.. .. 0 10 6
South Shields ..	.. .. 20 0 0
Dublin ..	.. .. 4 5 1
Grimsby ..	.. .. 13 0 0
Southampton ..	.. .. 3 11 0
Birkenhead ..	.. .. 9 7 6
Green's Home ..	.. .. 1 16 0
Wall-end ..	.. .. 2 2 5
Sunderland ..	.. .. 8 12 5
Bristol ..	.. .. 160 0 0
West Hartlepool ..	.. .. 6 11 8
Londonderry ..	.. .. 0 13 6
Aberdeen ..	.. .. 0 14 10

£421 3 3

NON-LOCALS.

	£ s. d.
Tidal Basin	.. .. 9 3 6
Bootle ..	.. .. 0 6 6
Aberdeen ..	.. .. 0 2 6
Burntisland ..	.. .. 0 7 8
Leith ..	.. .. 1 6 0
Penarth ..	.. .. 2 15 6
Hull "B" ..	.. .. 0 9 6
Swansea ..	.. .. 1 1 0
Tower Hill ..	.. .. 0 16 1
Bo'ness ..	.. .. 2 13 9
North Shields ..	.. .. 0 5 0
Newcastle ..	.. .. 0 9 9
Newcastle ..	.. .. 0 2 6
Blyth ..	.. .. 3 18 0
Liverpool ..	.. .. 1 2 0
Glasgow ..	.. .. 4 17 0
Hull ..	.. .. 5 3 6
South Shields ..	.. .. 12 17 3
Dublin ..	.. .. 1 1 10
King's Lynn ..	.. .. 0 5 0
Grimsby ..	.. .. 2 16 1
Maryport ..	.. .. 0 13 6
Newport ..	.. .. 9 13 2
Rotterdam ..	.. .. 0 13 0
Seaham ..	.. .. 1 10 0
Whitby ..	.. .. 0 8 0
Green's Home ..	.. .. 3 5 0
Grangemouth ..	.. .. 1 7 0
WallSEND ..	.. .. 1 4 6
Whitstable ..	.. .. 0 12 6
Grays ..	.. .. 1 12 6
Belfast ..	.. .. 0 19 6
West Hartlepool ..	.. .. 4 15 8
Cardiff ..	.. .. 2 6 7

£81 0 10

"SEAFARING."

	£ s. d.
Penarth ..	.. .. 0 0 8
Grimsby ..	.. .. 0 1 4
Hull "B" ..	.. .. 0 3 6
Birkenhead ..	.. .. 0 3 4
Tower Hill ..	.. .. 0 0 4
North Shields ..	.. .. 0 6 0
Newcastle ..	.. .. 0 2 0
Yarmouth ..	.. .. 0 0 7
Liverpool ..	.. .. 0 1 3
Hull ..	.. .. 0 5 0
South Shields ..	.. .. 0 6 5
Dublin ..	.. .. 0 2 6
King's Lynn ..	.. .. 0 3 0
Newport ..	.. .. 0 11 8
Seaham ..	.. .. 0 3 4
Green's Home ..	.. .. 0 2 5
Grangemouth ..	.. .. 0 0 9
WallSEND ..	.. .. 0 10 1
Sunderland ..	.. .. 1 4 3
Grays ..	.. .. 0 8 4
Belfast ..	.. .. 0 2 6
West Hartlepool ..	.. .. 0 5 4
Lerwick ..	.. .. 0 1 0
Cardiff ..	.. .. 0 6 11
Londonderry ..	.. .. 0 0 9
Barrow ..	.. .. 0 1 0
Burntisland ..	.. .. 0 1 4
Bootle ..	.. .. 0 1 0
Aberdeen ..	.. .. 0 5 1

£6 1 8

PLIMSOLL LEVY.

	£ s. d.
Tidal Basin	.. .. 3 1 6
Hull "B" ..	.. .. 0 14 6
Plymouth ..	.. .. 0 2 6
Tower Hill ..	.. .. 0 9 0
North Shields ..	.. .. 1 2 6
Newcastle ..	.. .. 0 1 6
Yarmouth ..	.. .. 0 3 0
Liverpool ..	.. .. 0 11 6
Glasgow ..	.. .. 4 14 6
Hull ..	.. .. 2 14 6
South Shields ..	.. .. 1 7 10
King's Lynn ..	.. .. 0 2 6
Grimsby ..	.. .. 0 6 0
Birkenhead ..	.. .. 0 12 6
Green's Home ..	.. .. 0 11 0
WallSEND ..	.. .. 0 4 0
Sunderland ..	.. .. 3 14 9
Grays ..	.. .. 1 0 0
Belfast ..	.. .. 0 2 6
West Hartlepool ..	.. .. 1 0 6
Cardiff ..	.. .. 0 8 0
Leith ..	.. .. 0 2 6
Londonderry ..	.. .. 0 1 0
Aberdeen ..	.. .. 0 10 0
Barrow ..	.. .. 0 0 6

£23 18 7

GOODS ACCOUNT.

	£ s. d.
Hull "B" ..	.. .. 0 1 6
Plymouth ..	.. .. 0 3 0
North Shields ..	.. .. 0 3 0
Newcastle ..	.. .. 0 1 6
Yarmouth ..	.. .. 0 1 6
Glasgow ..	.. .. 1 1 0
South Shields ..	.. .. 0 9 0
King's Lynn ..	.. .. 0 6 0
Grimsby ..	.. .. 0 0 0
Southampton 0 9 0
WallSEND 0 9 0
Sunderland 0 9 0

£3 16 6

GENERAL LEVY.

	£ s. d.
West Hartlepool 0 2 6

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